FIFTY CENTS

Cycle News

MAY 29, 1973

48 PAGES

VOLUME X NUMBER 20

WEST

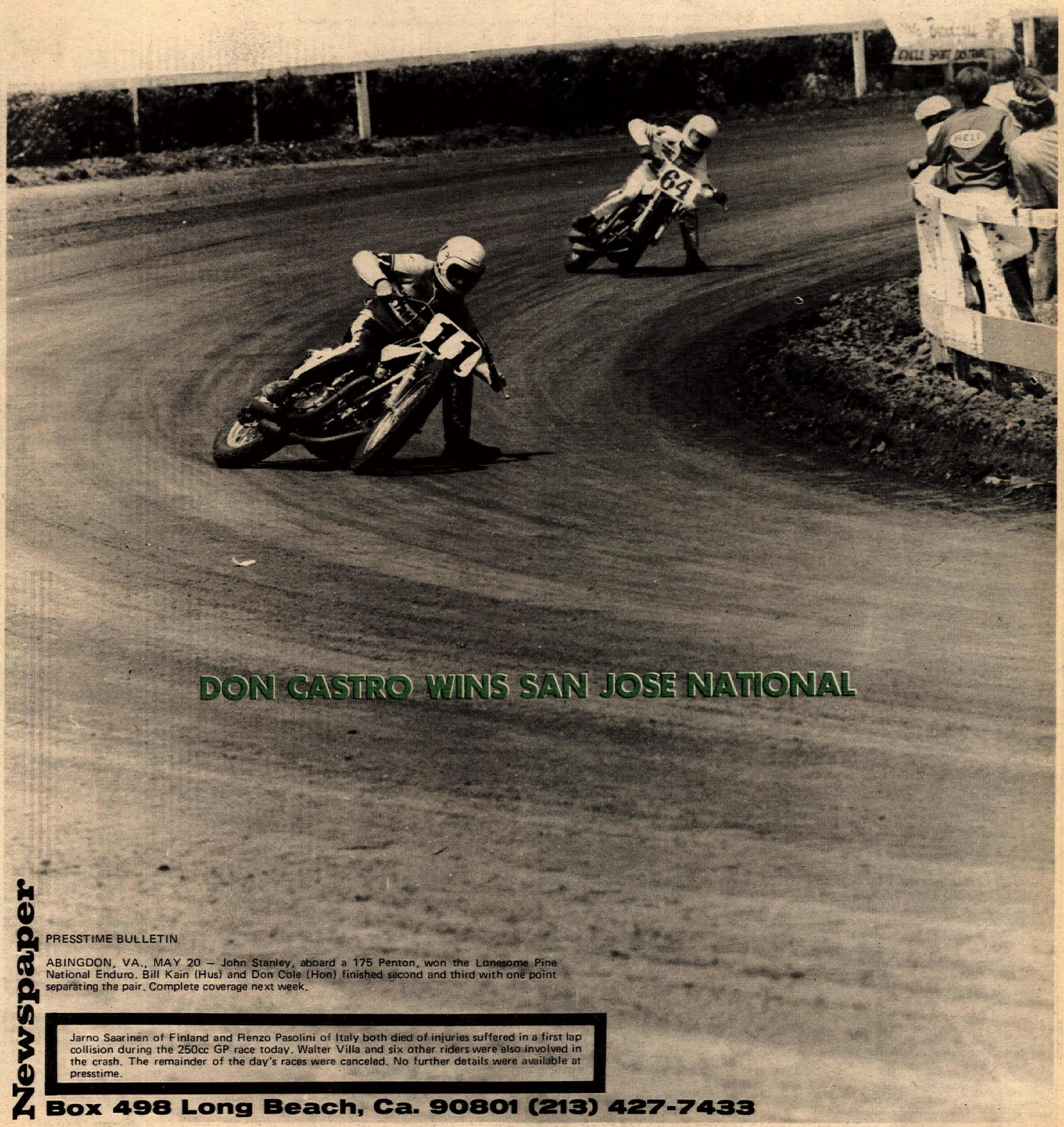
America's Largest Weekly Motorcycle Circulation

THE MAN WHO SUITS BROOKS BROTHERS

POLISH GP TO HAKAN ANDERSSON

WHAT SORT OF BEAST IS THE PIGLET?

SAARINEN & PASOLINI KILLED AT MONZA



DON CASTRO WINS SAN JOSE NATIONAL

PRESSTIME BULLETIN

ABINGDON, VA., MAY 20 — John Stanley, aboard a 175 Penton, won the Lonesome Pine National Enduro. Bill Kain (Hus) and Don Cole (Hon) finished second and third with one point separating the pair. Complete coverage next week.

Jarno Saarinen of Finland and Renzo Pasolini of Italy both died of injuries suffered in a first lap collision during the 250cc GP race today. Walter Villa and six other riders were also involved in the crash. The remainder of the day's races were canceled. No further details were available at presstime.

Newspaper

Box 498 Long Beach, Ca. 90801 (213) 427-7433

the conspiracy to deprive public vehicular rights EXPOSED.

by Confidential Sources

Truly this is an age of revelations, with the Pentagon Papers, followed by the Watergate indictments and now this new information which has just come to our attention, linking officials of the public trust with a well-oiled, secret conspiracy whose aims encompass stealing the vast public lands of America away from its rightful owners.

Papers labeled "Top Secret" and leaked to Cycle News by inside sources trace most of the troubles which motorcyclists and other vehicle recreationists have been having lately, to men in power whose dedication is perhaps exceeded by their zeal. The papers reveal details of a scheme code-named "Project X", which is well along toward completion as you read these words. Following is the text of that document.

CLASSIFICATION: TOP SECRET X X X X TOP SECRET X X X X TOP SECRET

SUBJECT: "PROJECT X"

ATTENTION: SHRED BEFORE READING

Background History teaches that free public access to unpatrolled territory can remove individuals, even large groups, from effective surveillance, consequently resulting in potential hazard to national security. Case in point: Historical parallels may be drawn between the contemporary situation and that of Robin Hood and the Sheriff of Nottingham. Hood and his so-called Merry Men found sanctuary in Sherwood Forest, where they slaughtered the King's agents sent to perform lawful search-and-destroy missions, and generally disrupted programs of the established government.

The recent invention of so-called "go anywhere vehicles" has created an emergency situation in which groups and individuals can elude observation and control. This state of affairs allows the seeds of anarchism and rebellion to take root and grow virtually unchecked.

Objectives PROJECT X will ensure that motorized elements of the American public shall have no effective access to unsecured territory as long as this condition exists.

Authority Messrs. Haldeman and Erlichman

Implementation PHASE I

Natural enemies of the vehicle recreationist shall be aided in any and all anti-vehicle public relations schemes. The Sierra Club is our principal ally in implementing Phase I. In this regard, operatives should keep in mind their opportunity to "kill two birds with one stone," thereby diverting the conservation groups from their efforts to thwart the purposes of federal and private interest construction projects; dams, highways, etc.

Simultaneous infiltration of the recreational vehiclists will play a major role in the success of Phase I. Agents shall be trained to foster apathy and distrust among the vehiclists, and to sabotage any defense efforts they may try to mount. Generous funding for PROJECT X, already provided by taxes and contributions from private industry and ecology groups, will allow agents to buy off most of the vehiclists' spokesmen and leaders. Those who cannot be bought off will be systematically discredited.

PHASE II

Responding to the demands of our ecology pressure groups and related anti-vehicle organizations, the President will issue an ambiguous proclamation that will vaguely hint at control and regulation of vehiclists. This will be the signal for key administrative personnel to bar all vehiclists, except government agents, from all territory except those concentration sites which have been previously secured.

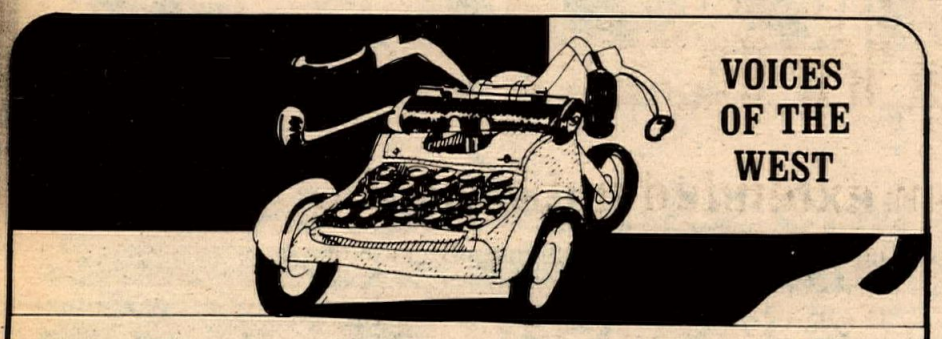
Consistent with current economics, regulatory personnel will extract the cost of policing and surveillance from the subjects themselves. Certified agents may use any means they deem appropriate to secure the funds, without fear of any legal repercussions. Judges throughout the country will be firmly advised on the sensitive nature of this issue, and directed to avoid any suits arising from this program.

PHASE III

If, by completion of Phase II, the vehiclists have not responded violently, they must be provoked to break the law. This will enable the Attorney General to implement Phase III. Upon due provocation and cause, "go anywhere vehicles" will be declared contraband, invoking statutes pertaining to machine guns and other dangerous devices. All vehicles not turned in will be siezed, and will automatically become property of the law enforcement agency involved. This equipment will be used by the agencies to monitor and patrol their territories, placing pedestrians and other idividuals under effective surveillance. (See Project Y)

Office of Citizen Control

Washington, D.C.



Letters to VOICES OF THE WEST should be sent to P.O. Box 498, Long Beach, Calif. 90801. Please keep the length to less than 150 words. Opinions appearing either in whole or in part do not necessarily reflect the opinions of this publication...Ed.

A NOTE ON NICHOLSON

Read with fond reminiscence the feature on Nick Nicholson, by Maureen Lee, in the May 8 issue of Cycle News. Nick was the most versatile rider of the Fifties era. That's why I, working as editor of Petersen Publications' newly founded "Cycle" magazine, established the Send-a-Yank-to-The-Isle-of-Man fund strictly through reader solicitations. It was the American enthusiast, therefore, rather the individual reported in your article, who sent this great American rider to England. I recall we raised about $1800.

Nick is a bit bashful about telling the whole story; he did get around 18th overall, but only because he stopped to help a British rider who fatally crashed in front of him. Even though Nick's stop to help was in vain, it proved his heart was bigger than his ambition to take advantage of this once-in-a-lifetime opportunity. For I am sure that he would have finished better than just in the top ten — no small task in itself.

BOB GREENE
Editor,
Motorcyclist

HOW TO GET THERE

I'm going to need some information on the Inter-AMA Summer Series race at Salt Lake City on July 1st. First, I'd like to know the location of the MX track and how to get to it from Salt Lake City. Second, I'd like to know the times that the races begin.

BOB GARRATT
San Mateo, Calif.

Manning Canyon Park is 35 miles south of Salt Lake City on route 73 near Cedar Fort. Racing should begin around noon, but we suggest you get there early...Ed.

BAR-BANGING

I raced at Indian Dunes on Saturday, April 21 (AME) in which I was involved in a serious crash that could have been avoided. Unfortunately, I am now in a leg cast that extends from my toes up to my thigh with multiple lacerations and deep cuts.

There were six riders plus an ambulance attendant who were also seriously hurt. There were four separate major crashes prior to that accident, all of which occurred after the "start hill."

First of all, most of the riders could have been warned by the flag men if they were positioned at strategic areas of the track, especially at the top of the start hill. (Inexperienced flag boys.)

Secondly, the track was so rutty and dusty that the riders were unable to see, another factor which caused the seven rider crash.

We pay to ride on a track that should provide the utmost safety for the racers. There should be an experienced ADULT in charge of the flag boys to place them at strategic positions of the track.

I would like to see the organizations be more responsible and concerned for the riders, so we can ride with the utmost confidence and safety.

MARK SAKABE
W. Los Angeles, Calif.

We share your concern for rider safety, and qualified flagmen should always be posted at dangerous sections. However, ruts and dust do not cause crashes; riders do. A smooth, dustless (or mudless) MX track is generally uninteresting and unchallenging. The margin of safety in motocross is more narrow than in some forms of competition. That's what MX is all about, right?...Ed.

BALLINGER CANYON CLOSING?

As you may know the Department of Agriculture, Forest Service is presently working on a nationwide plan for restricting usage and closing National Forests to Off-Road Vehicles. Unofficial word has reached us that present plans may include closing Ballinger Canyon in the very near future, indefinitely or otherwise.

Robert Lancaster, Supervisor, Las Padres District, has been under great pressure from anti-motorcycle groups, mainly due to unfavorable publicity regarding Ballinger Canyon in the Santa Barbara News Press.

We must present a united front to bring pressure on officials in our own favor. Our playgrounds are increasingly becoming more limited with the BLM closing desert areas and the Forest Service planning to restrict and close forest lands.

Write a note today expressing what Ballinger Canyon means to you and your family, to Robert Lancaster in Goleta. You might want to send a copy to Washington. Both addresses are included below.

Robert Lancaster, Supervisor
42 Aero Camino
Goleta, California 93017

Chief John R. McGuire
U.S. Dept. of Agriculture
Forest Service
Washington D.C. 20250

RIDGE RIDERS TRAIL CLUB
Ventura, Calif.

THE TIME TO VOTE

I recently received the attached letter from my good friend, San Diego County Supervisor, William A. "Bill" Craven. Supervisor Craven is currently the leading candidate for election to the 80th Assembly District on the 29th.

I urge the voters of the 80th District to vote for Supervisor Craven, for Assemblyman. He is a long time friend of the ORV enthusiasts, and an honest and experienced candidate.

On May 29th vote! This is our chance; git it on!

TERRY HILDEBRAND
No. 88, District 38

Dear Terry,

Thank you for calling my office recently regarding the legislative prospects of off-road vehicle enthusiasts.

The ORV enthusiast has impressed me with his consciousness of the environment and his many attempts to assist in the preservation of that environment. I believe that it is a well-established fact that recreational activity is needed, and for this reason I am interested in seeing that it be afforded its proper place in the recreational spectrum.

I also feel that at this time the regulation that is being aimed at ORV's is being swayed in the favor of environmental concerns to a level that is more emotional than reasonable.

I have personally observed the care which ORV enthusiasts have conducted themselves in such areas as Ocotillo Wells, Anza-Borrego and Glamis, and I believe that this portion of the constituency has every respect and appreciation for the preservation of our natural resources and that their conduct does not inhibit the ecology of these areas to an extent which deserves further regulations.

I hope this letter outlines my position in this regard. For your information, I will be happy to answer or respond to any questions and concerns you may have.

WILLIAM A. CRAVEN
Supervisor, Fifth District
San Diego, Calif.

Honda invites you to win. Twice!

Elsinore™ Introductory Program extended until July 31.

The new Honda Elsinore two-strokes are out and winning. And so are the riders that race them. Twice!

That's right. Every rider who registers with a participating Honda dealer and then wins an eligible motocross event sanctioned by the AMA, or any other motorcycle organization specified by Honda, with the new CR-250M or CR-125M is eligible for a Winner's Certificate good for $25 in purchases at any participating Honda motorcycle dealer.

And now, racers can keep on winning. Because of the success of the program, and the success of these new Honda two-strokes, Honda has extended the deadline from May 31st to July 31st.

Don't wait. Stop by your Honda dealer now and check out the Elsinore Series motocrossers. Learn how they can help you win. Then check out the details of the exciting Honda racing program and learn how you can win. Twice.

HONDA
From Mighty to Mini, Honda has it all.

Always wear a helmet and eye protection, keep your lights on and check local laws. CR's are for off-road competition use only, and are sold "as is" without any warranty. For color brochure, write: American Honda Motor Co., Inc., Dept. XA, Box 50, Gardena, Calif. 90247. © 1973 AHM.

the latest poop

by Papa Wealey

The CN staff joins the racing fraternity in mourning the deaths of Jarno Saarinen and Renzo Pasolini, two of the finest racers in the world. We share the grief of their friends and families. The calibre of international championship road racing is diminished by their absence.

A water cooled Kawasaki square-four? So it seems. Kawasaki may not be content with the performance of their 750 triple and since water cooling seems to be the wave of the future, a square four has much to be said for it. With a narrower engine, you can lower the engine and the CG. The square four has some design problems that Kawasaki's solutions to will be interesting to see.

* * *

A.C. Bakken is afraid of snakes. Marcia Holley chased him around the pits on Sunday morning with one. Tommy and Cordis Brooks took some sidewinders home with them.

* * *

CYCLE SWAP-O-RAMA happens again at the Orange County Fairgrounds in Costa Mesa on June 8. Display areas are 10' X 10' and cost five bucks, which ain't bad. You can buy, sell, trade or just mosey around and look at the neat stuff. There may be offers you can't refuse, and probably some you can't believe. A new and used bike auction is also on the agenda. Set up begins at 2 p.m. and the public will be admitted at 5. Now's a good time to clean out the garage. Info: (714) 637-1835.

* * *

Dudley Perkins, longtime San Francisco H-D dealer and sponsor of the great, arrived at his 80th birthday last Saturday in good condition. The secret? Dud rides his Topper scooter daily. 'Tis the only scooter we've seen with the tread scuffed up the sides of the tires to the rim.

* * *

Sometime this month McDonalds will serve its 12 billonth hamburger and Cycle News will sell its 10 millionth newspaper. Which proves that more people eat than read.

* * *

Cycle News

MIC

America's No. 1 Weekly Motorcycle Newspaper

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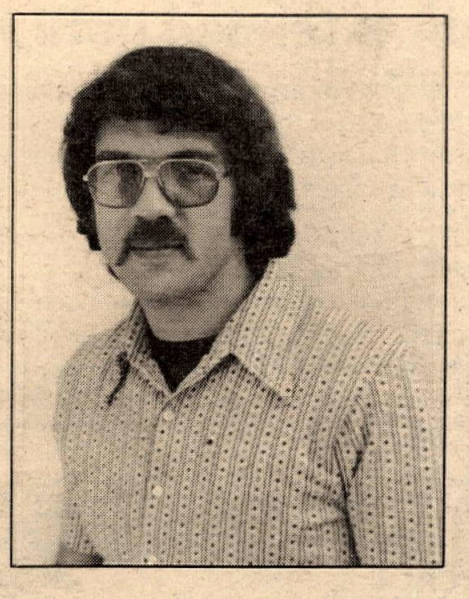
Rafferty Named Managing Ed. of Western Edition



SIGNAL HILL, CAL., May 16, 1973 — Tod Rafferty is the new Managing Editor of Cycle News West, it was announced by Publisher Sharon Clayton today. Rafferty, a native of Ohio, is an employee of two years standing with Cycle News, Inc. He was Managing Editor of Cycle News East until that edition merged recently with the Dixie edition to become Cycle News East/Dixie.

Tod owns a Husky 250 and a Yamaha 350 and is mentally as well as spiritually equipped to maintain the balance between street and dirt riding which Cycle News achieves.

Rafferty replaces temporary managing editor Charles Clayton, who will return to his duties as President of Cycle News, Inc. and Publisher of the new Central edition in Austin, Texas.

"We hope that readers will give Tod Rafferty a warm western welcome," the lady Publisher remarked. "He did a very good job with East, when its unofficial slogan was 'we don't care how they do it in California.' Now that he is doing it in California, I think we'll all come to know that he cares a great deal."

AT 160 MPH I SHIFTED INTO THIRD. One of the first attempts to set a Land Speed Record for bikes was made with a Plymouth powered Henderson. That was in 1935, and it was built by Fred Luther, Adolph Thrillier, and Jimmy McNeil who were after the $30,000 take home pay for going 200 MPH. The first Bonneville tires were developed for the bike which munched a rod at 160 in second gear. The machine is on display in the "Cars of Stars" museum in Buena Park, California.

* * *

"Yamaha Horizons" is the name of a new publication put out by Yamaha International. We don't know if you can get a copy, but if you can, *do it!* The little monthly magazine is beautiful. Lots of neat color pictures and fantastic graphics. The center spread is suitable for hanging as a poster, too.

* * *

Speaking of Yamaha, Phil Read, aboard a MV, finally beat the 500 Yamahas at the West German GP. It was the first win for the new MV four and they needed it after a long string of defeats at the hands of the Yamaha riders. Jarno Saarinen broke a chain after trying unsuccessfully to pass the MV rider for 65 miles. Read said that he felt the MV was faster on the Hockenheim circuit. Saarinen (Yamaha) was the winner of the 250 and his teammate Teuvo Lansivouri was the winner of the 350 class. The 125 class went to Kent Andersson (Yamaha) ahead of Angel Nieto (Morbidelli), and the 50cc class was won by Theo Timmer (Jamathi) after Jan de Vries broke his Kreidler.

* * *

HONDA may return to European road racing. They had a team of engineers at the Austrian GP. Will it be a two stroke or a four stroke?

* * *

GREEN STICKIE GROWS: A bill introduced by Assemblyman Chappie would extend the infamous ORV registration fee to vehicles used solely on private property and RACING VEHICLES. Hearings on the proposed rip off are set for the Assembly Committee on Natural Resources and Conservation on June 13 at Sacramento. That committee is chaired by Edwin L. Z'berg, and you can write to him at the State Capitol, Room 3132, Sacramento 95814. Do.

* * *

The AMA motocross qualifier set for May 27 at Mayer, Arizona, has been cancelled. Another National MX Championship event has been added for June 17 at Rio Bravo Park in Houston, Texas. No pre-entry. Riders may enter at ttack on the 16th for $10.

* * *

Every Wednesday night motocross begins again at Ascot on June 6. The CMC promises improved track preparation and more speakers in the pits, and perhaps more listeners.

* * *

PENTON IMPORTS has issued a bulletin to counter the claims that the Penton team is competing on non-stock machinery. They will sell at standard prices, after any ISDT qualifier, any bike ridden by any Trophy Team rider. To answer your next question; no, they did not say this deal applied to the ISDT itself.

* * *

Bultaco is investigating the possibility of conducting some observed trials training sessions at summer's end. Sammy Miller and Malcolm Rathmell may be the instructors if all works out. Tentative plans include one three or four-day program in the east and one in the west. Details as they evolve.

* * *

DESERT RIDERS. YOU'RE INVITED! The BLM's Desert Planning Staff is holding open meetings aimed at developing an ORV management plan for national resource lands. Two series of "open house" meetings are planned; the first is directed at obtaining comments and recommendations from all sides in order to come up with a plan. A fall series will be held to review the proposals before the plan is finalized. The time is at hand. Send your best spokesmen. See page 38 for the complete schedule of meetings.

* * *

The CRC has adopted a European tradition with their School Boy Championship motocross at Carlsbad on May 26 and 27. The 100, 125 and 250 class events will be for age 17 and under crossers. Mini classes will be for age 14 and younger. Saturday's qualifying event will determine riders for the Support and Feature classes on Sunday.

* * *

Super Joe Einhorn is planning a series of ramp-to-ramp jumps in Southeast Asia later this year. Coordinator for the tour is Maylasian road racer Sonny Soh, who said, "People here have never seen such a thing and I am convinced that Super Joe will draw large crowds wherever we arrange to book him, as it is so unusual and death-defying." Unlike war.

* * *

Russ Sanford advises us that the Pismo Beach Chamber of Commerce is campaigning to close the public beaches to overnight camping. Chamber President Margo Dodd stated, "We're trying to bring in the type of people who patronize stores, restaurants, motels and recreational vehicle parks. This is the kind of business we want, rather than the freeloaders who litter and destroy our beaches." If you care, write Margo a nice letter.

* * *

AMA REPS: The first two Class A members elected to the AMA Board of Directors are Californian Ron Sloan and Dick Ainsworth of Kansas City, Missouri. Sloan, a member of the Checkers M.C., is active in District 37 racing. Ainsworth is Publisher/Editor of Checkered Flag News.

* * *

WHATEVER HAPPENED TO...? DEPT. Doug Toms, the enduro rider who rose to head of the Federal Dept. of Transportation, is now employed by AMF in charge of safety manufacturing for their motorcycle and motor home products. Toms' replacement at DOT, one Egil Krogh, resigned after one week on the job and is under indictment for Watergate misbehavior. Successor is rumored to be Bill Francis, Sr. of NASCAR and Daytona Speedway fame.

* * *

The first Maynard Trophy presented by the California MIC for "Service to Motorcycling" by a California dealer, went posthumously to Norm Reeves, who died of heart failure recently. Mrs. Reeves accepted the tribute in memory of the Lakewood, California pioneer.

* * *

Vic Wilson, the man who made Saddleback Park, is negotiating to take over operation of Arroyo Park in nearby San Bernardino. Vic owns a 1/3 interest in Bell-Broadway Mortuary, so you might say his business interests encompass "the quick and the dead."

* * *

Is there anyone reading this in Southern California who has aerial photography skill and/or equipment? Can you volunteer for a job within the next two weeks at token pay? The BLM made aerial pix of the desert last fall showing "damage" after a summer's use. Ron Schneiders wants to photograph some of the "worst" areas in color since the spring rains to prove how the desert renews itself. Call Ron at (213) 255-2811.

* * *

The notorious Barkfeather Racing Team informs us that Bultaco is going to build a factory here in the U.S. Tennessee seems the likely place. They also plan to build an out-of-the-crate super-crosser.

* * *

While Bultaco is moving into the U.S., Honda is moving into Italy. They have opened a plant in the Abruzzi Mountains in central Italy. It is their first plant in Europe, and their coming has raised the hackles of some of the Italian manufacturers who don't think they should be allowed. Alessandro de Tommaso has threatened to move his Benelli and Moto-Guzzi plants out of the country. Oh, those hot blooded Italians.

* * *

Kawasaki is doing a Laguna Seca back east. They have taken Road Atlanta and made it the Kawasaki Dixie National. They are doing up a big road race and motocross thing and pushing the sport. What's good for the sport is good for the biker, right?

* * *

This year's World Speedway Final will be held in Poland in September in the Sileasian Stadium at Chorzow, 150 miles from Warsaw. Polish authorities (no snide remarks!) expect the stadium to be packed to its 130,000 limit. Get your tickets now. Sears or Ticketron?

* * *

WELL DRESSED HAWAIIAN OF THE WEEK: John DeSoto, who turned up at the riders meeting at the Hialeah National MX in a pair of gold jockey shorts with black stripes. Simply smashing!

* * *

The timing equipment for the ISDT will be provided by Huer-Leonidas SA, Switzerland's largest manufacturer of electronic timing tools. Only going to cost the AMA $35,000, too. The Six-Days will be held September 17-22 in the Dalton-Pittsfield area of Massachusetts.

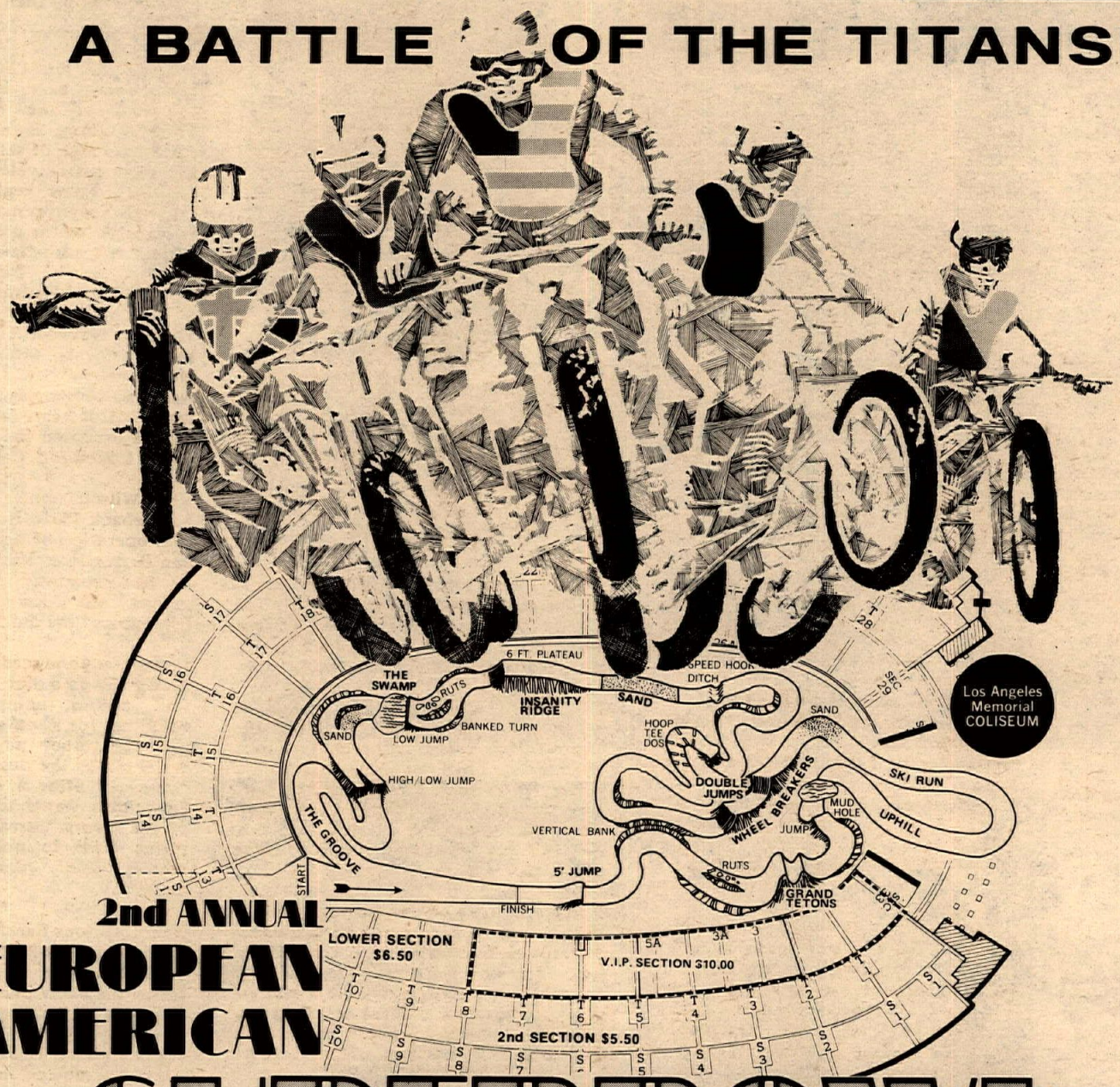
* * *

There's a new half-mile track opening in Spokane, Washington. The grounds, though not completely finished yet, have camping facilities, restaurant-cocktail lounge, motel, swimming pool, and a half-mile track. The name is Holiday Hills Raceways. The first AMA Sanctioned Pro-race is June 9, 1973, Saturday night. The purse is $1,500 plus overage, and for Experts there's more: $200 for fast time and $100 for second fast time. To get there, take Interstate 90E, 16 miles east of Spokane to the Liberty Lake exit. It's right off the exit.

* * *

Join the Excitement with 93 KHJ

A BATTLE OF THE TITANS!



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— The fastest racers from all over the globe stage a monumental battle for **The 1973 International Cup** — the ultimate victory for these modern day gladiators. Priority for prime tickets ends May 31st. Tickets go on sale June 1st at the Coliseum Box Office, All Mutual and Liberty Agencys, Ticketron statewide, and Tower Records. Ticket Information (213) 747-7111

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UTAH'S FIRST INTER-AMA

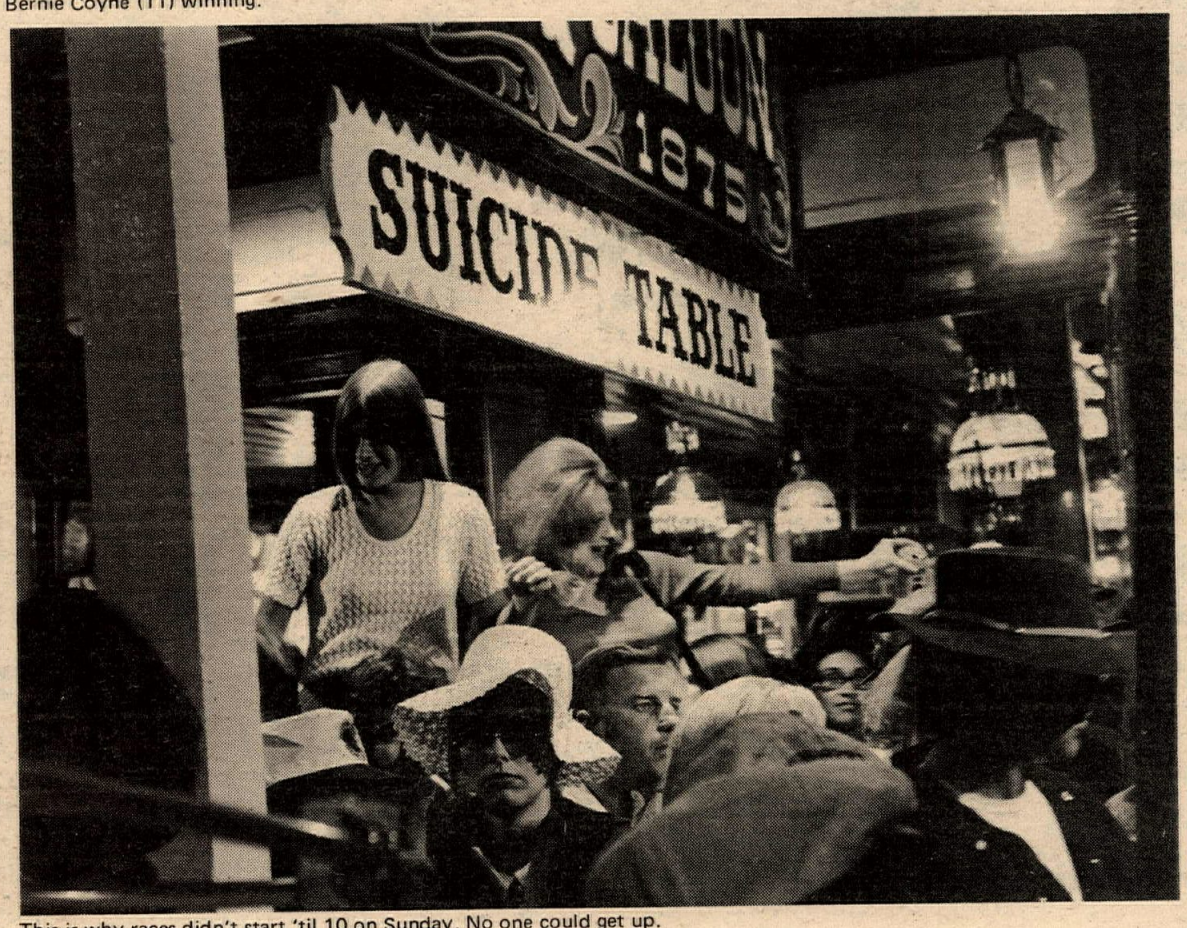
July 1 MANNING CYCLE PARK -30 miles So. of Salt Lake

plus riders school June 29th and Sportsman event June 30th
Information (801) 299-1451 or Plaza Cycle 1830 West 3500 South, Salt Lake City, Utah 84119

Virginia City in the background, a pretty young lady in the foreground and Bernie Coyne (11) winning.

The Virginia City Grand Prix

Hope they lived up to their club name.



This is why races didn't start 'til 10 on Sunday. No one could get up.

Frank Gillespie is about to be in a whole lot of trouble.

Ron Jones led for a major portion of the laps. Finished third (maybe).

This girl was the winner of the impromtu C-N beauty contest. She also had a nice smile.

Something like four and a half hours after the beginning Bernie Coyne won in the end.

· Story and Photos
by Dave Schoonmaker

VIRGINIA CITY, NEV., May 12-13 — In the waning winter months, nee spring, a tourist supported town named Virginia City, Nevada comes alive for a weekend, out of season. For the past three years Virginia City has taken on a couple of thousand motorcyclists for the Virginia City Grand Prix. It's a weekend of both racing and merriment in surroundings that motorcyclists would be hard pressed to match anywhere. Besides a multitude of bars and casinos to get rowdy in, riders were offered the pleasures of permanent sanitary facilities, close-by food and services, beautiful scenery, and even a shower after the race.

A fair portion of the 15 mile course was visible from the porches of the old buildings of Virginia City perched on the steep mining ravished hillsides. The course followed what may loosely be termed "roads" in a loop through the hills to the east of the downtown. The start-finish line was in front of an old railroad station, one block from the downtown area. Though the course was fast, the motocross rider flourished in the rolling rutted turns. 150 miles of racing offered great opportunity for bike and/or rider to fail, and this was seen in the results. If you finished the Virginia City Grand Prix, you're name is in the top third.

Confusion errupted on Saturday due to a number of Sunday's riders sneaking in a few practice laps. Though it will take days to sort out results, the apparent overall winner is Charlie Fowell on a 250 Husky. Charlie was the apparent leader throughout most of Saturday's event. Sunday's race was easier to follow, and, after a number of position swaps, Bernie Coyle (Yam) will probably be the winner. Probably, because Darrel Brown, a 250 Amateur on a Honda four-stroke, charged hard on the last few laps to pass Ron Jones on another Honda, and may have been close enough to Coyne to be in there on time. Jones was apparent third place-taker, after having led for at least half the laps. Next week there are thorough results promised.

There were a moderate number of injuries over the two days due mostly to the high speeds and rocks. Still, most of the riders seemed to like the course. Management was thorough and the ambulance service seemed quite competent. There were grumbles and reportedly some fights Saturday night (I'm glad I slept through that part.) over the results confusion. The WSRA planned to give trophies each night (a big task), and Saturday's race confusion made it impossible. They tried anyway and shouldn't have. I hope that the unnecessary rowdiness in evidence Saturday night didn't ruin our chances to come back next year.

Finally, there were so many fine ladies around. And, not to give a one-sided view, some fine lady racers.

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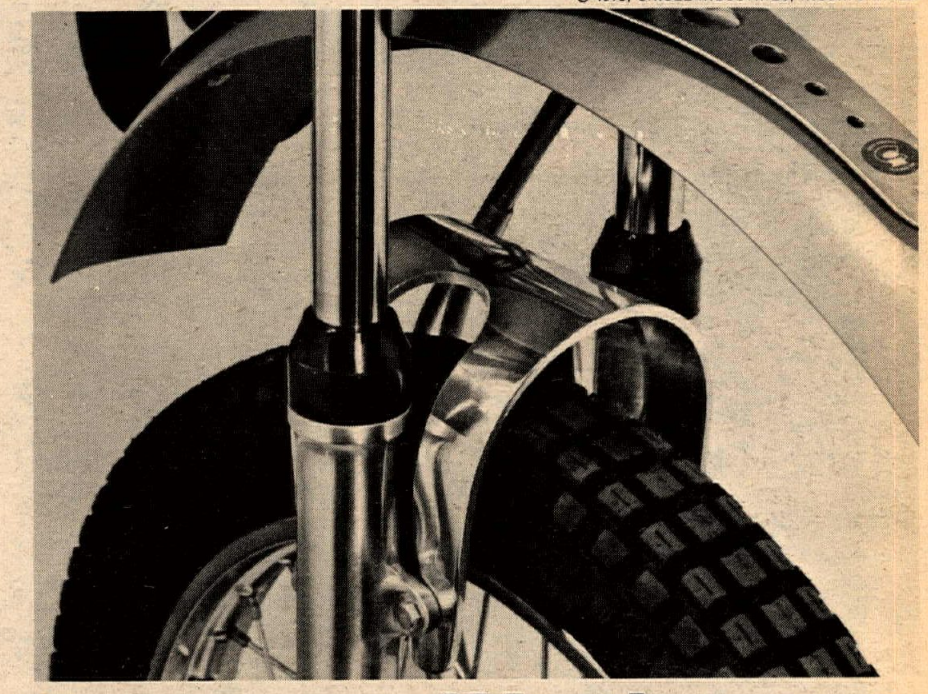

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THE HARLEY-DAVIDSON *Baja*

A Marvelous Beast is the Piglet

by Art Friedman

"Okay," said the managing editor, "When you take back the Sprint, they'll give us another bike to test."

"A big one?" I asked hopefully.

"Nope."

"Oh no! Not another dirt bike!" I moaned.

"Yup. A Baja."

"Groan. I started my motocross career on one of those turkeys. It didn't have any power *before* it broke its rings, and they broke in the second moto."

"Well...Maybe they've changed."

"Fat chance. Anybody can see that all they've done is to add lights. Looks just the same otherwise."

"Yeah, well, that's tough."

I swallowed it and went off to get the Baja, grumbling about what we had to go through to get to the bikes we really wanted to test. Oh well, I decided, writing tests that bomb bikes gives a publication credibility.

I put the Baja in the back of the garage where it wouldn't get in the way of bikes that I needed to get out to ride. I didn't intend to ride the Baja. I intended to try to forget it. But that didn't account for the zeal of the assistant editor. It only took him a few days to find it and take it out and try to start it.

"I couldn't get it to start," he reported.

I didn't bat an eye. "Probably broke the rings," I replied knowingly.

Then it sat for a while longer. Say several weeks. Then one day I needed something to ride. Actually, I *had* someting to ride. What I needed was something to take along and take pictures of so that the company would pay my expenses. The only untested bike was the Baja.

"I'll just take it, take some stills of it, and then tell them it wouldn't start," I told my friends.

But when the time came to take the pictures it was easier to start than push.

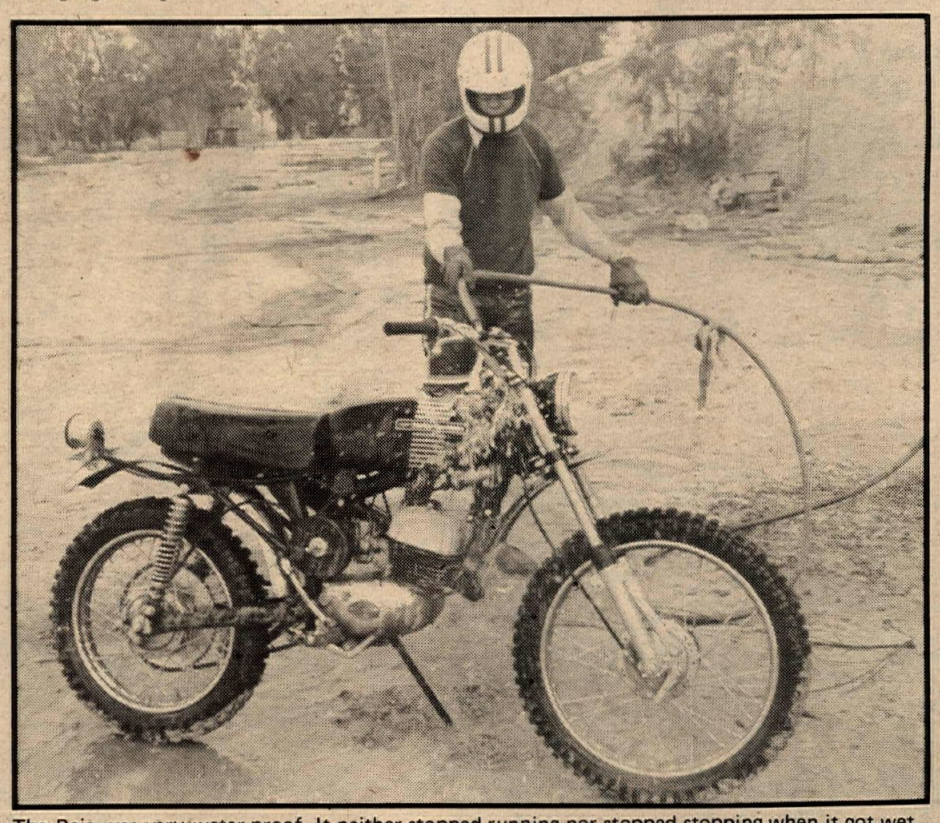
It lit off on the second kick. "Hmmm. Maybe he didn't know about the trick little choke." The Dell'Orto has a choke that you pull up and turn to close, and turn back to allow it to snap back open.

So we took turns flogging it around Escape Country for a while. The impressions started coming in. "Sure is tall" was always first. "Handles good once you learn how it slides," "Bars are too narrow," and "The pipe gets in my way," were the complaints. No one mentioned the power or lack of it for a while. Finally, after we had been wringing the pizza out of it for about two hours, someone asked, "How broken in is it?"

"Ulp. I think they said that it was brand new. It's been sitting there for so long that I forgot."

"Oh...Well, it's getting faster, and the trans is getting smoother."

It was. It missed a lot of shifts early on, but after a while it got better. It still liked a little leisure in shifting, either through a slower shift or use of the clutch. If slipped a great deal, the clutch would heat a little and make neutral finding difficult, but it was something that you could learn to live with.



The Baja was very water proof. It neither stopped running nor stopped stopping when it got wet.

That day's riding at Escape Country brought no other complaints. Mostly our comments were just, "It sure handles good," and "It's still getting faster."

By now I had decided that the rings weren't going to break.

There were plenty of things to like. The seat is comfortable if tall. The enduro treatment has brought a muffler that really muffles. The Baja is very quiet. The lights always worked, but since there was no battery or horn, it isn't street legal in California.

And there is ground clearance up to Bagoozie. We eventually got around to photographing it. "Sure is tall," someone said again. It *is* tall. Taller than it seems like it should be. But there's nothing wrong with the handling. It might handle better if lowered, but no one had any complaints about it as is.

Lots of ground clearance is the primary reason for the altitude. There is 11 inches of space under the Baja. But no skid plate. Since the engine hangs from the top of the frame, there are no frame tubes to protect it either. Since there are no frame tubes, the first thing to go ka-plooie against a rock (a tall rock, mind you) will be engine cases. Enduro and desert riders will want to change that.

While we were photographing it, we pondered why it had lights.

"To make it enduro-like or a night trailbike," someone suggested.

"Or lower the price," said someone else.

"Huh?"

"Well you know. They take the lights off a bike, call it an MX, and sell it for more. Never made any sense to me either."

This year the Baja, like the rest of the Italian H-D's, has been arranged so that it shifts on the left and brakes on the right. For many people that will make it 100 percent more desirable.

I had a spot of trouble with the metal front fender when I tried to punch a hole in a boulder with it. It bent back, but you could tell that someone had been mean to it.

That was the only item that was damaged at all in our various attempts to destroy it. Cactus didn't bother the 3.00 by 21 inch and 3.50 by 18 inch Pirelli knobbies nearly as much as it did me when I fell in it. They also held onto dirt fairly well.

In our various expeditions to take soil samples, we found that it was best to pick it up promptly since it would otherwise load up and require pushing to restart. You might want to push anyway since once the kick start lever got muddied it didn't want to fold out unless you used two hands. Oiling it fixed that. But unless you had just dropped it, it always started easily.

Levers never bent or broke even though we gave them every opportunity to do so. The rear brake is cable operated and has that mushy feel that cable operated brakes do. The clutch dried out and required a fairly hefty pull which lubing only lightened slightly.

The frame is sort of Italian-American bizarre. Its main member is a large diameter tube which connects the steering head to the swing arm pivot. It is bolstered by smaller tubes which run from the swing arm junction to the shock tops and along under the seat. The engine hangs in the frame. The swing arm doesn't look like it should work as well as it does. It is flattened where it pivots and has attached to it a heavy looking chain guide.

The chain guide is necessary because of the large rear sprocket. There is a smaller sprocket which would probably give a freeway legal top speed if the little engine was capable of pulling it. It isn't. The small sprocket, like the lights, is another of the Baja's mysteries. Most riders will want gearing in the neighborhood of the larger sprocket's capabilities.

The rear end is suspended by a pair of Zenith shocks which nobody had any comment on, meaning they had no complaints and that the shocks worked satisfactorily. The brakes, too, got the nod. They worked dry or wet, even after I fell down in Escape Country's stream.

Unlike the 125 Rapido, the Baja has no oil injection system. Pour it in the gas can and shake. Also on our don't like list was the stand which could be improved by about half an inch of shortening.

The gripes are minor; the surprise is a big one. The Baja is quite a good little playbike. The engine is high-strung. It likes to be wound up. No way is this a lug-around-the-woods trailbike. It likes to go fast. Somewhere between trailbike and racer: playbike. In many ways it is very attuned to today's dirt rider, the kind that likes to go out and play-race.

We did a whole lot of play-racing during our test period with the Baja. If the course was short enough and twisty enough, the little Harley was hard to beat if the riders were equal. Bigger bikes were always defeated on our super short course.

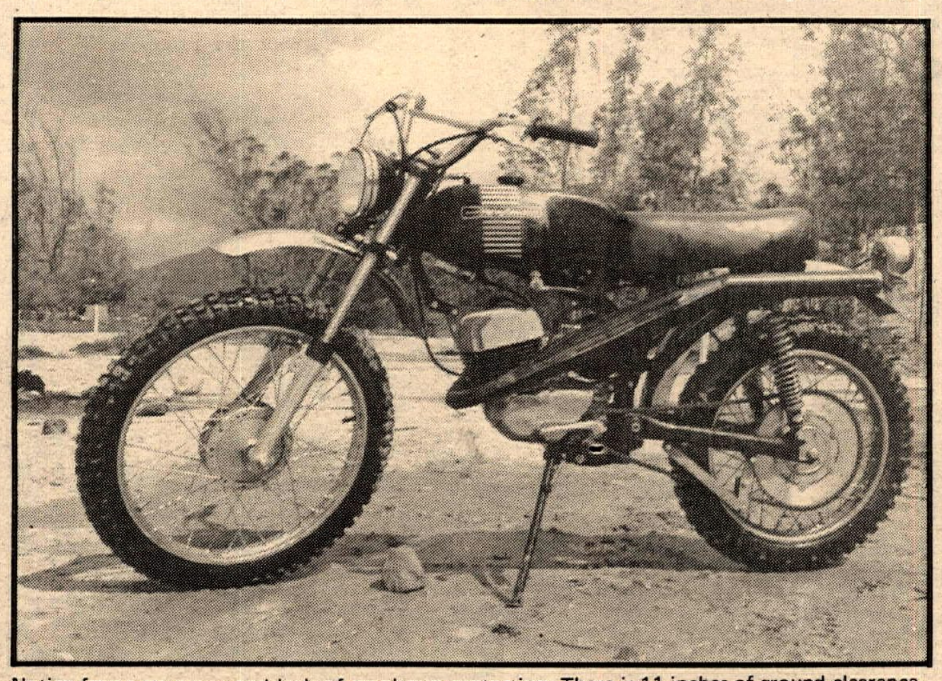
One rider who was lying under his 200-class trailbike where he came to rest after an unsuccessful attempt to catch the Baja commented, "What a magnificent beast is the piglet."

"Huh?"

"You know, a piglet, like a baby hawg."

"Yeah. Piglet. I like that."

The engine was not as peaky as some 100's but peakier than many, somewhere between trailbike and racer in state of tune. Powerband and a very vertical balance point made long wheelies easy and spectacular.

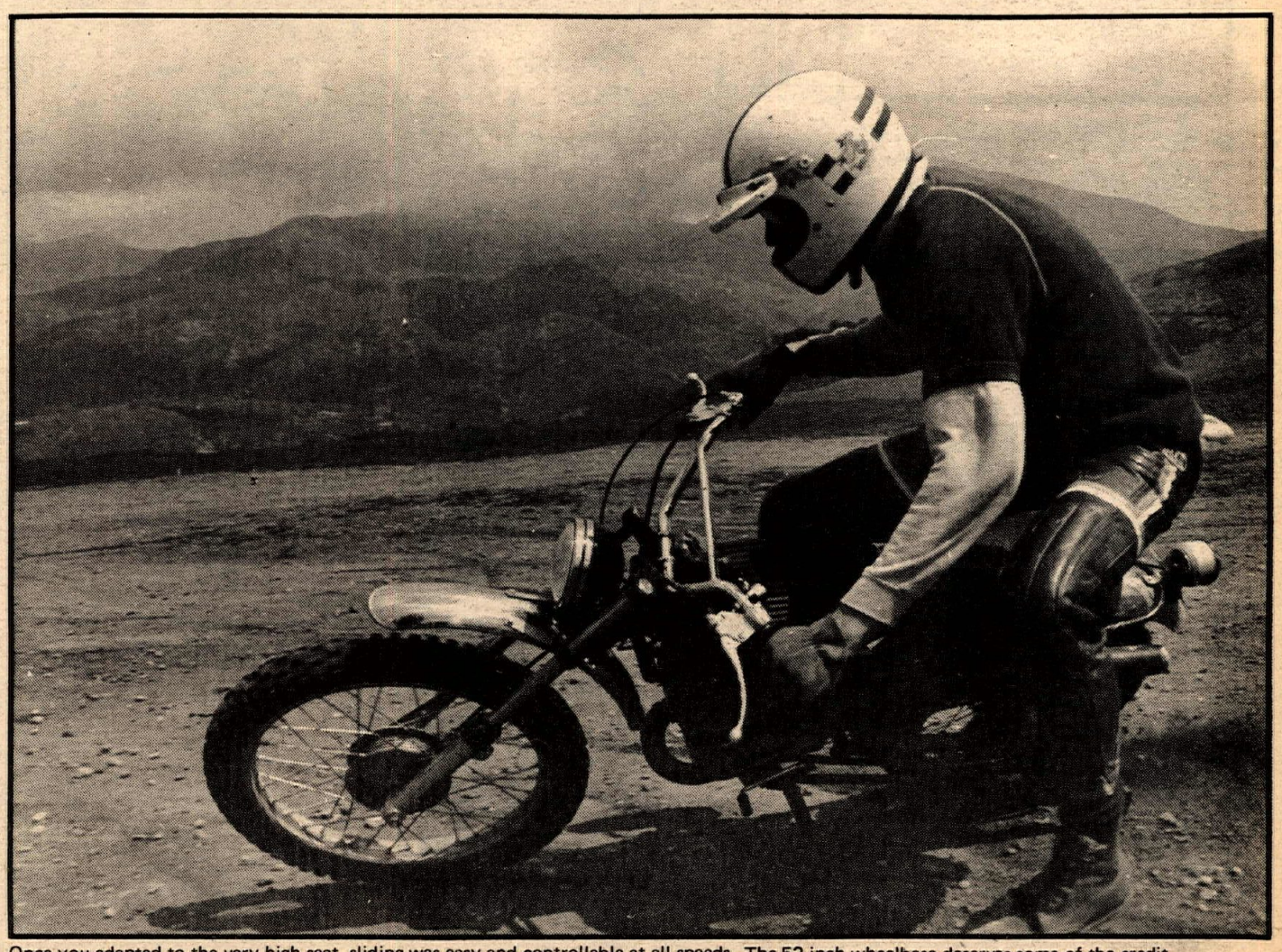


Notice frame structure and lack of crankcase protection. There is 11 inches of ground clearance.

PIGLET PARTS

Engine type	one cylinder, air-cooled two stroke
Bore x Stroke	1.97 x 1.97 in.
Displacement	5.98 in. (98cc)
Compression Ratio	9.5:1
Ignition System	Magneto
Shift Pattern	Left foot, up for up, 1-N-2-3-4-5
Brake Diameter: front, rear	5.3515 in., 5.3515 in.
Tire Size: front	3.00 x 21
Tire Size: rear	3.50 x 18
Wheelbase	52 in.
Ground Clearance	11 in.
Saddle Height	34 in.
Length	78.5 in.
Gas Capacity	2.5 gal.
Price	$6.95

Other things that the Baja has: Filtron air cleaner, wet clutch, lights (magneto juiced), dual rear sprockets, a muffler, and Dell Orto concetric carb.



Once you adapted to the very high seat, sliding was easy and controllable at all speeds. The 52 inch wheelbase deserves some of the credit.

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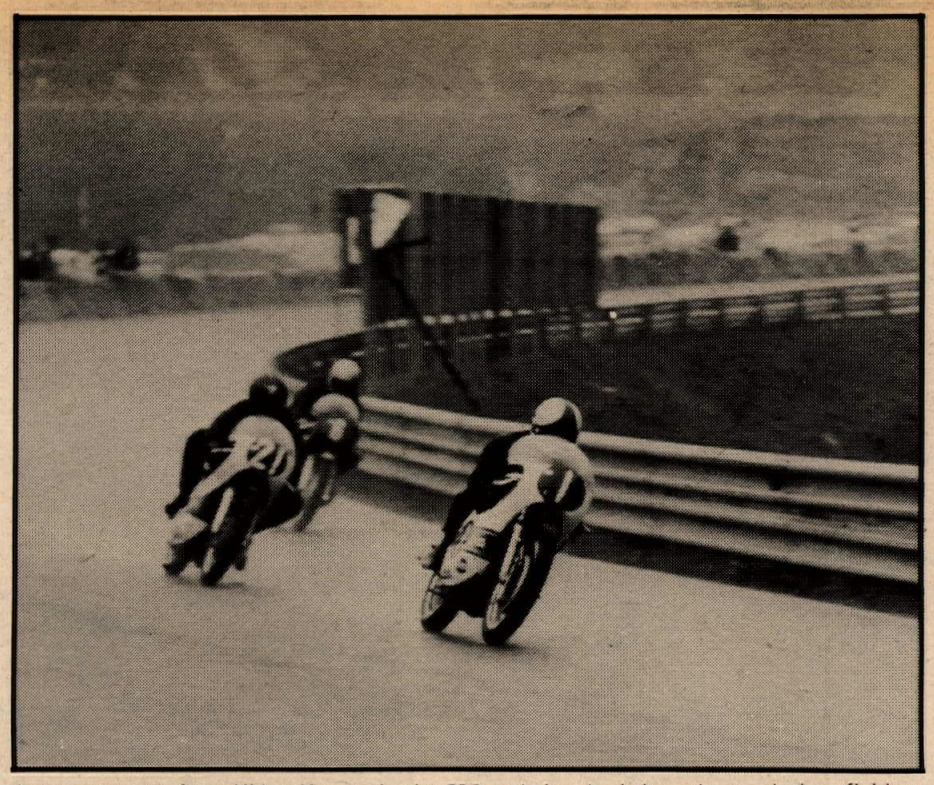


Jarno got a run from Hideo Kanaya in the 250 and they both lapped second place finisher, Charles Mortimer.

by Tommie G. Lafon

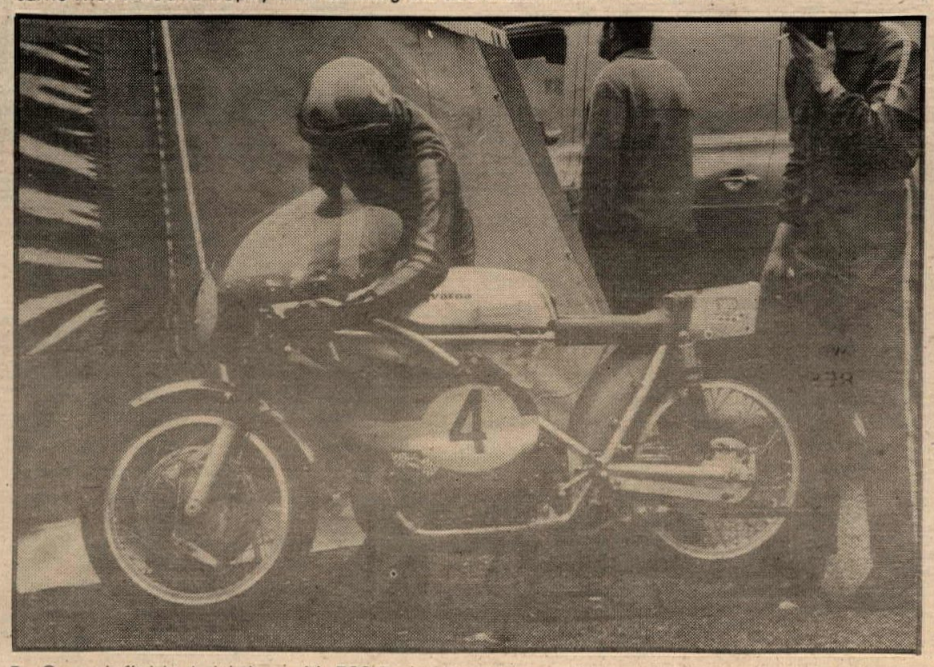
SALZBURGRING, AUSTRIA, May 6, 1973 — The Salzburg/ring sits in a valley with steep hills on both sides of the track. The course is shaped somewhat like the old Hockenhiem ring used to be, only a little shorter at 4.2 kilometer. The hillsides were covered with people where there were no trees or snow banks. The control tower at the start and finish line had snow all around it. Just to make things even better, it rained all day. MV's didn't like it, and watered out, all four of them, I think Ago was so far back in the 500 on the old three that he pulled off.

First race was the 250's at 12:30 with 29 machines lined up. Kanaya took off with Saarinen on his rear wheel. Kanaya couldn't keep the pace and on lap three Saarinen took over to hold to the finish, but not before Kanaya turned the fastest lap the sixth time around at 160.41 Km/H (100 MPH) on a wet track. So Saarinen went on to win over Kanaya by 13 seconds. So fast was the pace set by these two that England's Charles Mortimer in third place was lapped and seventh place, Walter Villa, was lapped twice.

Hideo Kanaya showed the world he could run with the best and out tank slap anyone on the track without shutting off. Only other brand to finish was Heinz Muhlebach on an MZ. Pasolini was running fifth for awhile but his bike didn't finish. The tank now reads AMF Harley-Davidson.

The 350 was Ago's race all the way to the last lap where he watered out. I don't understand Italian, but I'm sure Ago's words were unprintabe as he came down the hill where it died on him. Janos Dradal did pull up within 60 yards with ten laps to go, but Ago gassed it, and pulled away til that last

Jarno with wife and trophy after winning the 500 event on the Yamaha Four.



Bo Granath finished eighth on this 500 Seeley Husqvarna twin.

Saarinen & Yam 500 Tops at Austrian GP

The start of the 500 event and Phil Read (MV) has broken into the lead. No. 3 is Saarinen and Agostini (1) is back in the pack.

lap. Drapal won with Walter Villa second, and Finn rider Teuvo Lansivouri third, all on Yamahas. Bruno Kneubuhler on the 350 Harley twin was tenth on the only non-Yamaha to finish.

The 125 class followed the 350 class; they looked so slow. It would have looked better if they were first to run. Kent Anderson won for Yamaha, in fact they won all solo races. Now all they need is a sidecar motor, then they could win everything.

The 500 class found Saarinen on the pole with Agostini next. The flag fell and away went Phil Read on the MV with Saarinen second and poor Ago fourth on the old MV-3. The sound of those MV's was worth the price of a ticket alone. Read and Saarinen pulled away from Kanaya who in turn pulled away from Ago. The MV-3 is no longer fast enough for the Yamaha 4's. Phil Read showed the MV-4 will do the job, but Saarinen's pace was to much, and Phil fell back a wheel behind him. Japan must be proud of Kanaya for his great rides. On the fourth lap he turned his fastest lap at 168.19 Km/H. This was too much for Read who fell back a few laps later behind Kanaya. On lap 16 after a great battle with Kanaya Read pulled in with water in the works. That was the end of MV as Ago was so far back that he had pulled out. (But I don't think it was water.) Ago's MV-3 just wasn't fast enough. Saarinen and Kanaya lapped third place Konig rider Kim Newcombe. Fifth place Nielsen (Yam) was lapped two times, so fast was the pace of the two Yamaha four's. The last race of the day was the side cars, and what a race. Setting on the pole was not a BMW but a Konig, in fact, two Konig's as Enders was third from the pole.

The flag fell and away went Gawley on his Konig with Luthringshauser right on his tail. It was short lived. As Heinz shifted into fourth gear, his new works BMW engine locked up on the left side. He left the clutch out again and it restarted and away he went in tenth. Ender's was now a distant second. The Konig was too fast.

As with all two-strokes, Konigs should slow when they get hot. Ender's waited, but it never slowed. With six laps to go Enders really turned it on. Gawley's wife hung out the "slow" sign as he had a 14 second.

This was a mistake. Ender's passed him with three laps to go and pulled away to win. The Konig was hot and couldn't match the speed of the BMW. It was almost the first big win for a two-stroke in the sidecar class.

RESULTS:

125 Class: 1. Anderson Kent (Yam); 2. Jansson Borije (Mai); 3. Angel Nieto R. (Morbidelli); 4. Bucherini Othello (Malanca); 5. Lazarini (Mai).

250 Class: 1. J. Saarinen (Yam); 2. Kanaya Hideo (Yam); 3. Mortimer Ch. (Yam); 4. Lansivuori T. (Yam); 5. Dodds John (Yam).

350 Class: 1. Drapal Janos (Yam); 2. Villa Walter (Yam); 3. Lansiviouri Teuvo (Yam); 4. Nelson Billi (Yam); 5. Garanth Bo (Yam).

500 Class: 1. Jarno Saarinen (Yam); 2. Kanaya Hideo (Yam); 3. Kim Newcombe (Konig); 4. Mandacci Guido (Suz); 5. W. Nielsen Borge (Yam).

500 Sidecars: 1. Enders/Engelhardt (BMW); 2. Jeff Gawley/Sales (Konig); 3. Vanneste/Vanneste (BMW); 4. Luthringshauser/Hahn (BMW); 5. Kleris/Schwarzel (Konig).

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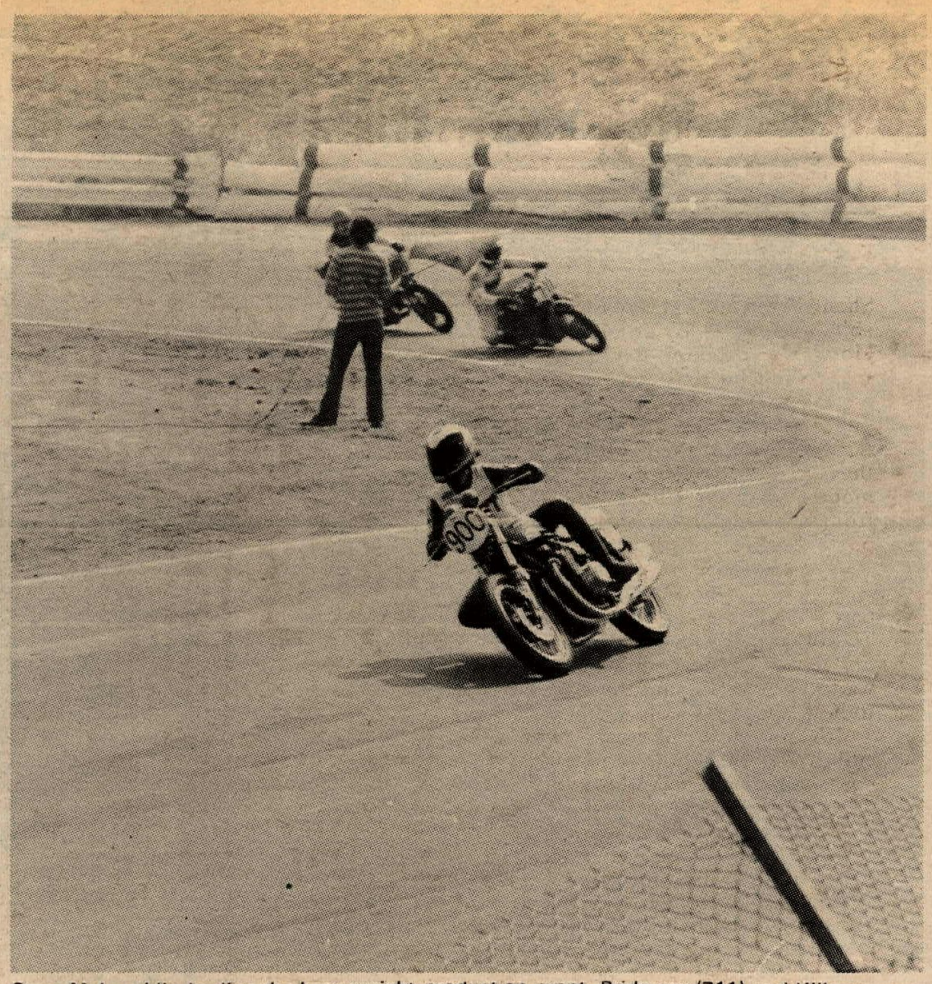
Two-fifty GP winner Steve Froschauer (136) passes a slower rider.



Steve McLaughlin leading the heavyweight production event. Pridmore (711) and Killen pursue.

The AFM Comes to Riverside

Photos by John Stein

RIVERSIDE, CAL., May 20 — It was a disastrous day for the AFM. They had a tremendous turnout for their first event at Riverside Raceway, and partially because of this and partially because of official foul-ups, there were several bad accidents.

But nothing kept Steve McLaughlin on his new Kawasaki 900 and Reg Pridmore on his trusty old BMW 750 from staging their usual duel. Even though Pridmore ran off of the track on the first lap of the production event, he roared through the pack to challenge McLaughlin who sped up once he found that he had some competition. They stayed together, nip-and-tuck, with McLaughlin snatching the win at the line. Third was Wade Killen (750 Kaw).

In fourth place was Cook Neilson editor of "Cycle" magazine in only his second road race ever. Aboard his 750 Ducati he gets the award for leaning over farther than anybody else who finished. Nielson was plagued for the entire distance by Tom Casey aboard a tricked out 500 Honda that had steam on the Duck.

The 350 production class was taken by Rod Murufas after he and Scott Clough passed Bob Crossman who led during the early part of the race. Ken Gill was the 250 victor while behind him Ed Unini and Mike Baeder were winning the 200 and 125 production classes respectively.

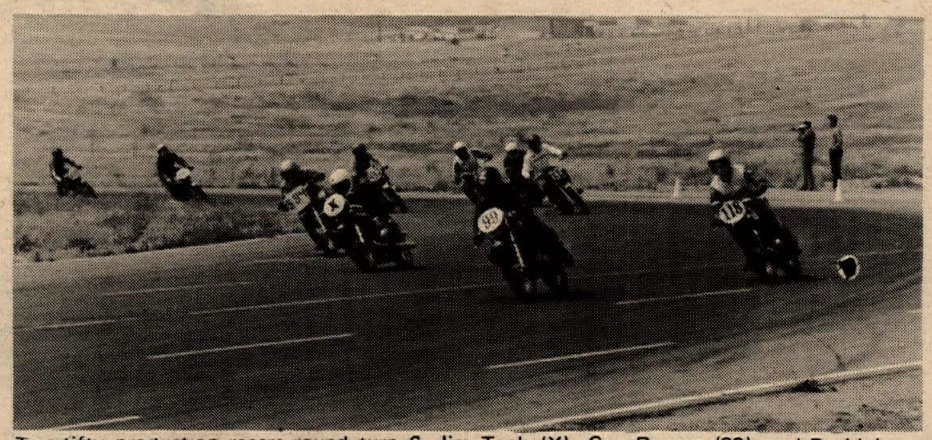
McLaughlin also won the Superstreet race with no competition from second place Murufas who was giving away 550cc's. McLaughlin waved to the crowd and other riders as he burbled home to victory.

Pridmore on another BMW 750 got the Open GP laurels while holding off Elbert Turner and Jim Evans who scored first and second in the 350 class aboard their Yamahas.

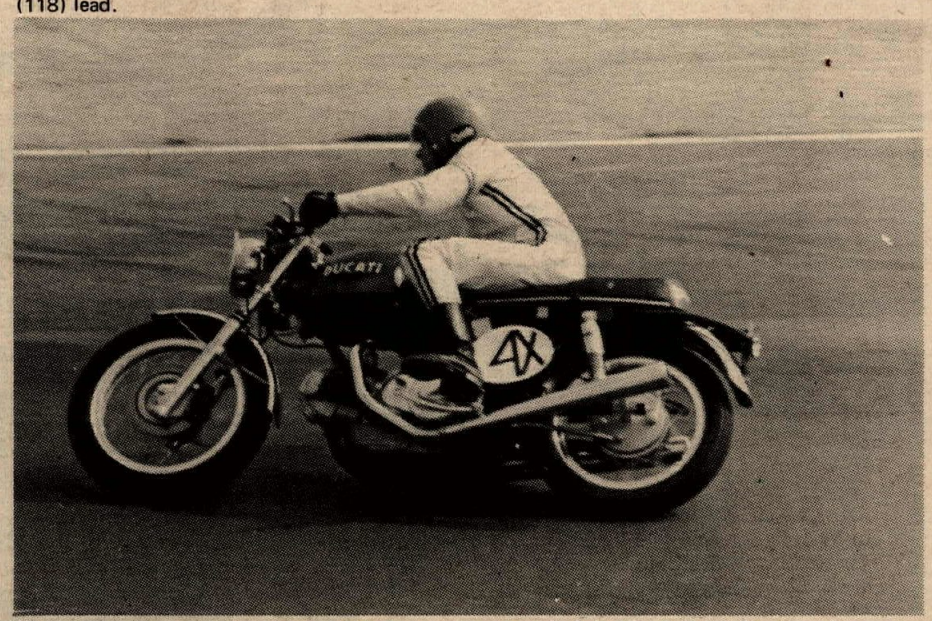
When the flag fell for 250 GP class the riders were delivered into one of the most horrible, sickening crashes ever seen on a race track. It was made more so because it was avoidable. Greg Hartwell had stalled his bike on the grid and pushed it forward to get it to restart. When it lit he pulled off the right side of the track, out of sight of the starter who either assumed that he had pulled off or was unaware of him. As Hartwell swung back on the track, the starter dropped the flag. The pack screamed away as Hartwell drove into the center of them from the right. For a moment it looked as though everyone might get clear, but then Rudy Galindo hit him dead center. In an instant several more riders had smashed into the wreckage, and there were bodies all over the track.

After a wait of three-quarters of an hour, the dis-spirited 250 class was restarted and Steve Froschauer won.

The sidecar race was almost a struggle for survival as machines broke and hacks lost passengers. The official results list the Jarman Gerwals as the winner.

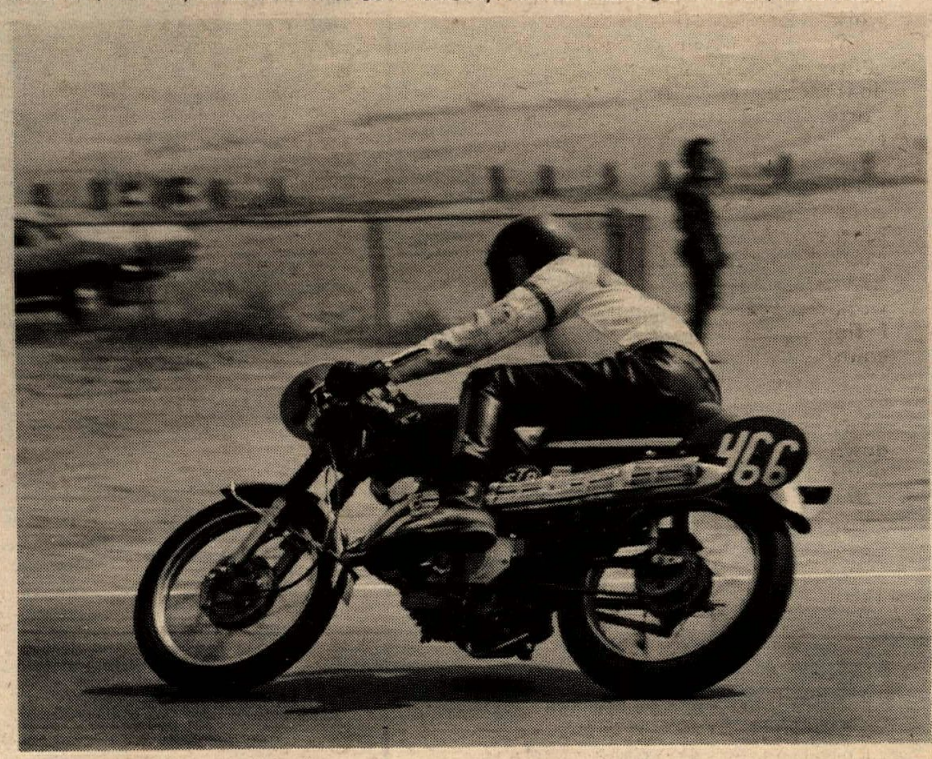


Two-fifty production racers round turn 6. Jim Tank (X), Guy Racuya (99), and David James (118) lead.



What do you want, wriders or riters? Cook Neilson, America's leading bike scribe, leans it over.

Don Emde (25) leads a bunch of hot knees during the heavyweight GP event.



Ed Unini was 200 production winner.

gambit

by Ron Schneiders

Puzzlements

There were interesting aspects of the Shamrocks enduro (May 6) that I wasn't able to cover in my article on the event. Monday is deadline day at Cycle News so any articles that come in on Monday are kept to essentials. Number One puzzlement is why the Shamrocks get so few entries to their event. This time they had 280 entries and they were moderately happy because that was up from last year. Here was a good event, put on by an enthusiastic and capable club, in a superb riding area less than an hour's drive from Los Angeles, and they barely made enough to cover expenses. They had probably forty or fifty people on the course so that there was no waiting at checks, and there were people to help at the gas stop.

It's quite a lot of work to put on an enduro like that. Lots of people must be contacted for permissions and there is a lot of paperwork to be done. A good deal of hard physcial work had to be done on the trail, shovel and saw work, not just throwing lime. And there will be some work to be done before they are finished with the run and can have their performance bond back. A couple of areas of trail must be patched up, again shovel work.

To me, though, this is where it's at in Amateur competition, a club putting on interesting runs because they like to have people like their events. And clubs being responsible for the land. The land that the Shamrocks used is no worse off for having been the site of their event and in fact the camp area is much cleaner that it was. This is as it should be. And with efforts like theirs our sport can continue.

Let's take another example, call it the XYA. This is one man who has found an easy way to make a living by being an association. He puts on enduros over the most boring, worn trails in the world. His ribboning is haphazard at best and when everybody gets lost, it's always because "somebody tore down his ribbon." I guess really it's a good thing they do, because somehow he never gets around to it. Far from fixing up trail, he'd quite willingly runs 1500 riders through a botanical garden if that were the easiest way to get the required 32 miles per loop. He calls them "family type" or "fun type" or some other such, and encourages women, children, passengers, sidecars, and kiddycars, and offers a class for practically anything that can move over the starting line under its own power and pay the entry fee. Rescue facilities are an ambulance if it's required and it might get you to a hospital if you don't die before you get back to the starting area where the ambulace is and if it's not stuck in the sand. If you're riding for one of the plush outfits, he may have a four-wheel-drive outfit that might rescue you if anybody knows you're missing and if the guy driving the jeep isn't too busy delivering beer to the checkers. And every time XYA wants to put on a run, there will be from 500 to 2000 entrants, while the Shamrocks work their butts off to get 280.

We all know why, of course. It's the all-American get-something-for-nothing do-it-the-easy-way tradition at work. Forty, fifty, sixty percent trophies they give away. If entries drop, they up the percentage of hardware. It's a mathematical formula. My riding ability is far from outstanding. In the District runs and the northern California runs I can expect a trophy about once out of six or seven rides when I'm really working at it. In the family type runs, if I finish I get a trophy. Whoopee. Of course, a lot of times the trophy isn't worth as much as the entry fee, but ever mark's a winner.

You might think from that that I am down on the promoter-for-profit, but that isn't so. There are not enough clubs to put on the number of enduros that seem to be required, especially in the beginner category. And a couple of the profit outfits, namely the CERA's, north and south, are putting on events that are every bit the equal of the AMA events (CERA North's recent enduro was better than most of the AMA events, in fact.) The SRA, which is essentially a one-man outfit putting on beginner runs, also seems to be doing a good job. Some more family oriented riders I know think the SRA runs are the best in the area. I find them a bit on the tame side, and I sometimes doubt Ron Vincellette's judgment (should 2000 riders ever be run on the same course?), but I must admit that he puts a great deal of effort into his runs and tries very hard to make them a good experience for his customers.

No, it's the operators with no concern for safety, particularly of the beginners, women, and kids they encourage to ride, that I find objectionable. And those with no concern for our playground. And I suspect that a documented report on some of their activities with names and pictures is not far in the future.

No one can blame the promoters for trying to provide a service if they do it in a responsible manner, but the riders who patronize their events and skip the Sportsman club events can be blamed. They are real dodos. It's simple logic. How much incentive has a club to work hard on an event when they know that some fifth-rate outfit is going to outdraw them 4 to 1 because they don't give away a bushel of brassware? And if the clubs quit putting on events, what keeps the entry fees in line? Without the clubs there would be the same competition among the promoters that there is between major oil companies. And without the clubs, where do we get new and interesting terrain and championship-quality events? There's no profit in hunting up neat places to ride, especially if you really have to work to get it like the Shamrocks did. In the Sportsman clubs we have a quality that can't be bought but it can be sold out.

Puzzlement Number Two

I've only been riding around here for three of four years, so I can't write about what happened before then, but since I've been here I've noticed two trends. When I first started riding there were virtually no enduros in the National forests. I believe the first year I was here a trail club threw a small event for the benefit of MORE but when the same club tried to do it again the following year, it wasn't able to. For about two years there wasn't any event at all in the local forests unless you want to count the Hi Mountain Enduro, which is all the way out in the San Luis Obispo area.

During the same year clubs were throwing events all over the desert. I can remember with particular pleasure the So Cal Hare and Hound that went way up into the pine trees, the Rams enduro near Hart's Place and the Shamrock enduro that went up Cottonwood Creek.

Now things seem to be reversing. The Shamrocks, the Prospectors, the Dirt Diggers, and the Pasadena M.C. have all had runs in the forest in the past year or so. Each has reported splendid cooperation from the Forest Service and there have been several cases of help from the FS beyond what was required or expected.

On the other hand, the usable desert land has shrunk and shrunk until there are practically no unworn trails to ride. The BLM people appear to be as friendly and as cooperative as the FS people, but the plain fact is that we have fewer places to ride every month.

If you play golf, you pay to use the golf course, If you ski, you pay handsomely to get up the mountain. Etc. So now we pay $1.00 to ride for a day. It seems to me we should quit fighting the fees and concentrate on getting some value for our money. Right now we have more places to ride in the forest than we did a year ago. To me that's valuable. We have less places to ride in the desert.

A law that puts at least a part of the fees we pay back into the local agency would give us a really powerful tool to use in getting places to ride. Both the BLM and the FS Districts are chronically short of money for the projects they want to accomplish. If they could see the money they need for some of their pet projects coming from us, they'd be fighting each other to get us to hold our runs in their district. As it is, the money we pay goes into the general fund. How about somebody getting with those agencies and draft a bill. Are you listening, Russ Sanford?

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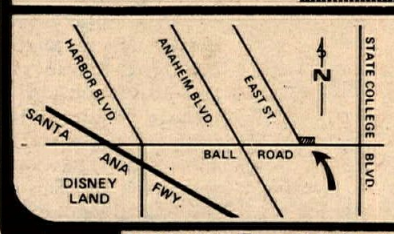

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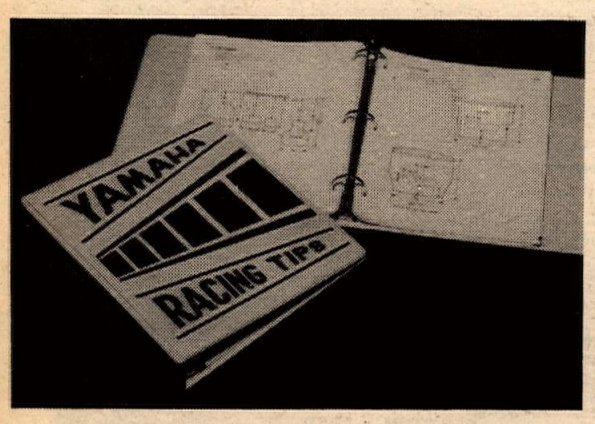
"So, What Else is New?"

After having blundered into the chrono synclastic infindibula, a character in a Kurt Vonnegut novel once said, "Everything always has been, is, and always will be." There is more than mere disorientation in that statement. The jump from conception to a physical object is actually a very minute one. In that scope, the step from physical matter to physical matter in the form of a particular tool is not a large one either. Besides, time is merely another conception realized in the form of a clock.

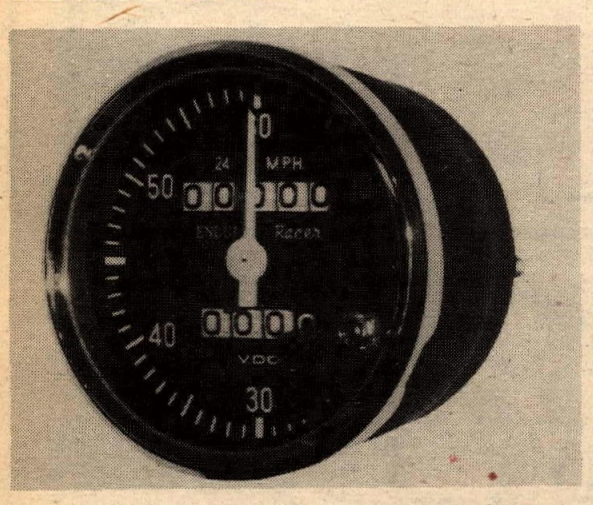
On that basis, it's a little difficult to classify anything as new. So, "What else is new?" Well, "new" could be used in one of its secondary meanings, that being "recently manifested." So here are some recently manifested products.

THE SECRETS ARE OUT



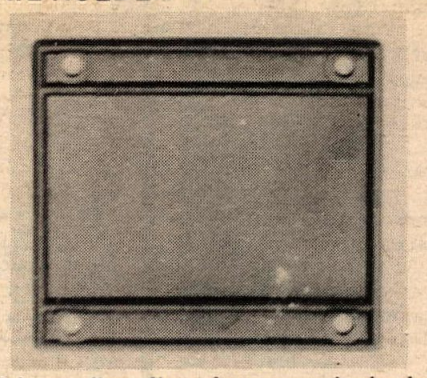
For instance, Yamaha has just released a bundle of knowledge which was not previously available to you. In the form of "Yamaha Racing Tips" you can find out about what the pros do to Yamaha Enduros, motocrossers, and street bikes. This includes parts, porting, and other modifications. Truly a "recently manifested" product. You can get one of these books through your Yamaha dealer.

ENDURO ENDEARER



VDO Instruments has taken speedometers, odometers, and clocks and added them all together to make an "Enduro Timer". For the rider who rides on the widely accepted 24 MPH average, this device should be a real jewel. It's set to keep you at 24 MPH. An odometer tells you actual accumulated mileage. Write: VDO Instruments, 116 Victor, Detroit, Mich. 48203.

STICKIE HOLDER

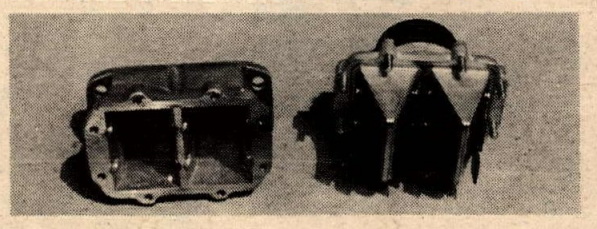


You might recall reading a letter questioning how one might use their Green Stickie on another bike. Actually it's simple. Write to Rahm Engineering, 640 East 219th St., Carson, California 90745. The stickie holder costs 79 cents and is made of durable plastic. Order in black, yellow, red, blue, white, green, orange, or silver. For $1.34 they'll include the mounting hardware.

MORE OF THE SAME THAT'S DIFFERENT

Plastic levers might not seem much new or much different. These are. Magnum MX levers are plastic and all, which ain't new, but, what they do have is a linkage to allow a straight pull on the cable, rather than pulling against the cable housing. Much easier on the cable. They've got some other features, too, but that's the most interesting and new one. Inquire from your local dealer or call: 213/830-1600.

DOUBLE UNDER HEAD REED VALVE



DH Enterprises has decided to sell the double reed setup which John DeSoto is using on his factory 400 CZ. It is actually two DH reed cages contained in an aluminum housing which adapts to a 38 mm Mikuni carb. Dale says that with this set up the CZ remains a low RPM engine but makes 36 HP at 6,000 RPM at the countershaft. The whole assembly retails for $45, from DH Enterprises, 1605 Lynngrove Dr., Manhattan Beach, California 90266.

CMC PRO MX AT MCGILL CANCELLED

Cal-Cross Inc. and the CMC North sincerely regret any inconvenience caused any rider who planned to ride in the race which had been scheduled for May 19 & 20 at McGill Cycle Park.

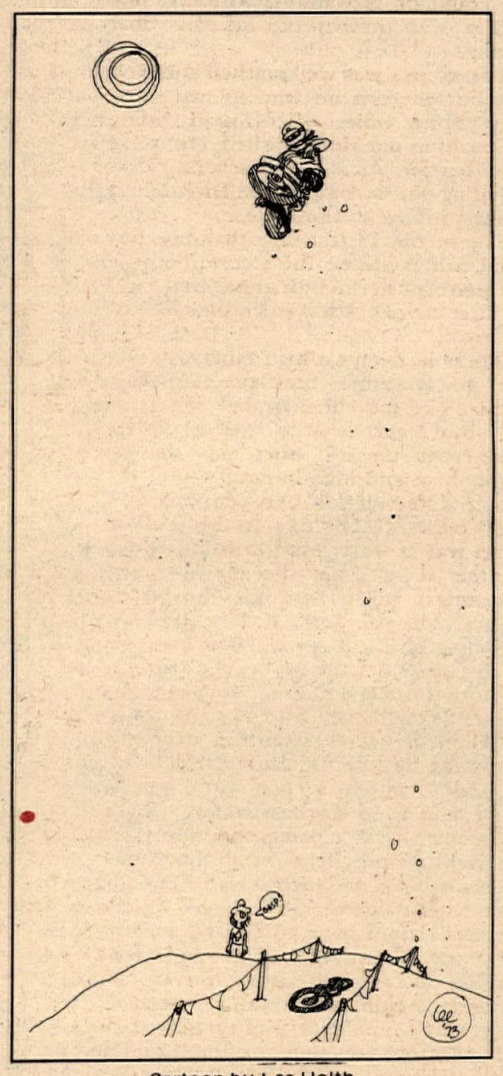
After discovering at the last minute (Friday p.m.), that the track had not been prepared and was not safe to ride on, the decision was made to cancel the two day event rather than conduct an unsafe race and run the risk of serious injury to any rider.

An attempt was made to contact each rider who had mailed in an entry. In most cases, they were able to contact the rider and save them the trip to Rancho Cordova. However there were a few they were unable to contact.

Any rider who mailed in an entry will have his money refunded. Due to the large number of entries, it may take a week or so, but be assured, you will receive a refund.

CMC sanctioned races will no longer be held at McGill Cycle Park.

Should you have any questions at all concerning this event, please call the CMC office 408/226-7265.



Cartoon by Lee Holth

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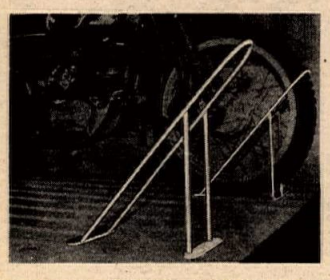

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TRASK: Oops! Not Malcolm, but Jeff!

by J. Carsen

McMINNVILLE, ORE., May 12, 13 — When the last of the midnight oil had been spent, the Motorcycle Activities Club took another look at their results and found the best special test time of the whole grueling two days had been turned in by not Malcolm Smith as first reported, but Jeff Penton. Jeff had herded his 175 Penton in for the swiftest time recorded as he wailed away across Trask Mountain, across Whiteface road and Perkins Creek to the final end of the 431.2 miles of this most recent ISDT qualifying event. All of the Penton gang came in showing the same style and aggressiveness that represented us so well in the 47th ISDT in Czechoslovakia.

There had been 274 entrants to the McMinnville affair, but some did not arrive to run the race of the clocks. This meant 232 eager bikers were on hand to try for the possibility of making the Berkshire Biggie this fall. Many ran into trouble on the first day as the course ran up a single track hill which meant that if the track became blocked, all you could do is wait. As a result, this section was thrown out of the final scoring.

The course was well marked and well run, but there is no way to make the daily 215.6 miles of off-road riding foolproof as one rider crashed, removing a log barrier. As a result, several riders including the incomparable Dick Mann crashed into a washout. Mann went on to ride second fastest time that day, but could not continue the second because of three broken ribs he had suffered early the first day. Dick has to be the Dean of the Pro's.

There is always a high mortality rate due to machine breakage at these events, but the clincher that separated the boys from the men and the young men from the old ones was the 86 degree heat and high humidity, plus the people killer section between checks 4 and 5 on the second day. In this section, there was a water/mud crossing which by the second day became swampy bottomless pit if you hit the wrong groove. Many riders took one of the no-win grooves and sank their bikes up to the tank. A large percentage of these and other riders quit from heat and over exertion when they hit the fifth check.

When the whole affair was over only 87 of the 232 enthusiastic starters were around to put in a claim for a medal. Some had been disqualified for outside assistance, but if everyone who had received a little help on the side like transmissions and front wheels, had been disqualified, the Gold medal winners would have had many missing from their ranks. You might put it this way: If all the competitors were to have a equal opportunity, they would all have to be able to afford to have their own factory support people at the event. There is nothing new or revealing about this bit of information, but rather it is a fact of world competition ISDT life. America is going to have a good field of well qualified riders to choose from, and they are learning the way it's done by having the opportunity of riding top notch events like Trask Mountain.

A footnote is that the course gremlins were there again too, ripping down and off the course markers. The thing that made the difference this year was that the club used (W) markers for wrong way, and since the gremlins didn't know what they meant, they left them intact. The result was very few riders missed the turns.

RESULTS:

TOP INDIVIDUAL PERF: Jeff Penton.

100cc: 1. Bill Uhl, Gold (Pen). 2. Dane Leimbach, Gold (Pen). 3. Orvis Olsen, Gold (Pen).

125cc: 1. Tom Penton, Gold (Pen). 2. Dick Burleson, Gold (Hus). 3. Doug Wilford, Gold (Pen). 4. James Hollander, Gold (Pen). 5. Joe Barker, Gold (Pen). 6. Bob Canfield, Gold (Hod). 7. Paul Danik, Gold (Pen). 8. Dave Hulse, Gold (Dal). 9. Rick Jenkins, Gold (Pen).

175cc: 1. Jeff Penton, Gold (Pen). 2. William Honga, Silver (Pen). 3. Herb Uhl, Bronze (Suz).

250cc: 1. Malcolm Smith, Gold (Hus). 2. Carl Cranke, Gold (Pen). 3. Don Stover, Gold (Hus). 4. Dave Latham, Gold (Oss). 4. Mark Deyo, Gold (Oss). 66. Don Cutler, Gold (Yam). 7. Carl Berggren, Gold (Hus). 8. Shelby Funderburk, Gold (Hon).

350cc: 1. Ron Simmons, Gold (Rok). 2. Gary Snider, Gold (Rok). 3. Joe VonHarten, Silver (Hus). 4. Jack Penton, Silver (Pen).

OPEN: 1. Ken Maahs, Gold (Hus). 2. Ben Bower, Gold (Hus). 3. Ed Schmidt, Gold (Hus). 4. John Sitton, Gold (Yam). 5. Dave Eames, Gold (Hus). 6. Ron Bishop, Gold (Kaw). 7. Steve Bales, Gold (CZ). 8. Wally Brosamle, Gold (Yam). 9. Ken Harvey, Gold (Tri). 10. John Greenrose, Gold (Tri). 11. Herb Fulmer, Gold (Yam).

There were 8 silver and five bronze medal finishers.

FACTORY TEAM WINNERS: 1. Husqvarna; 2. Penton; 3. Triumph.

Motorcycling Mayor Magurany

WOOD RIVER, ILL., May 7, 1973 — Long-time American Motorcycle Association referee Bill Magurany was sworn in May 7 as mayor of Wood River. Magurany had served for the past six years as a councilman in the St. Louis suburb of 11,000.

Magurany has been an AMA referee for 15 years at the District 18 level and also is a past Central Regional referee. With 30 years of motorcycling under his belt, Bill is a life member of the AMA, and a past 50-mile National TT Champion.

Here's Dirt. . . IN YOUR EAR

by Alice Rhea

HBMC DENIES FRICKE

Several weeks ago Bill Fricke went on television in rebuttal to "Save the Desert" statements made in a Golden West Broadcasters editorial. Fricke told interviewers at the television station that he was a member of Huntington Beach M.C., when in fact he had been a prospective member and had not been accepted into the club. HBMC president Ron McKimmy stated that Fricke was asked explicitly not to use the club name in the rebuttal.

SIMBA

We used a four wheel drive, a genuine Land Rover named Simba to clean up parts of the Sled Riders M.C. course and I swear it is the only way to go. We drove around the course zigging and zagging, pulling off ribbon and yanking up stakes. Not only is it much easier to get the Land Rover into neutral, but there is enough room in the back to hold all the ribbon and stakes you have torn down. Next year we are going to have to get Simba again and this time use her both for putting up and taking down the course. Oh, and we took the cooler full of food and cold drinks and were actually quite comfortable and able to work all day, rather than making five dozen trips back to camp.

MORE SIMBA

The weekend we used Simba she was docile as a lamb, a perfect lady in fact, but the following weekend friends of ours had her out and Bob, who was driving at the time found a hill he felt needed climbing. Revving the engine to a scream, Bob dropped the clutch and charged the hill full tilt. They rammed the bottom of the hill, came to an abrupt halt with Bob bouncing up knocking his head on the radio (of course there is a radio!) and Ron, who was riding in the back seat, flying over the seat wiping out the dome light on the way and dislocating his shoulder when he hit the dash. Simba bounced off the hill, shook her head and carrying her two limp passengers, calmly wound her way to the top of the hill. And they say motorcycles are dangerous.

FREEBIES

Red Dots gave away lots of freebies at the finish line of their race and among them was a little sample of Armorall. If you haven't already used it on your boots or leathers, save it for your goggles. I tried it on mine and it really makes it easy to clean them when they get dusty. The promoters also say it will toughen the plastic lenses so they are more scratch resistant, but I haven't had mind long enough to know.

SPEAKING OF GOGGLES

I've never been able to find a pair to fit and a few weeks ago I was wearing a pair that hung on the end of my nose and fit so loosely that all they really did was keep the big pieces out of my eyes. A friend jokingly handed me a pair of Kiddie Carreras and I laughingly put them on. They fit. So I tried the Armorall on them and it seemed to work pretty well. Well, girls and other smaller motorcycle riders, there is the solution to your goggle problem.

BUTTERFLIES

Larry Hern was racing a week or so ago and managed to catch a butterfly. In his mouth. He said he coughed and gagged for five minutes before he spit it up. Take a lesson from Larry and ride with your mouth closed during the butterfly season.

SPEEDWAY

I don't know whether the editor will allow this item in, but I'm gonna try. John Weed who road races and edits another motorcycle newspaper was challenged to ride speedway after he said it looked like there was nothing to it. After all, what is so hard about riding a 500cc bike with one speed forward and no brakes on a track that is slicker than snot. Opening night found Mr. Weed on the line with the third division (Novices) now a master of the art of speedway, having spent 10 minutes the previous day riding around the track. The gate went up and Weed jumped into the fray, taking the first corner with both feet on the pegs. "That was a mistake!" Weed later commented. Well, we were all surprised to see that Weed not only made the complete four laps without once falling off, but even got fourth in the field of six. Not bad for a first ride. I also understand that he is now addicted to the fumes and the promoter can't keep him off the track

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The youngster on the mini looks right fine sandwiched between those Huskies and a Triumph.

No, no, not the front brake.

Colorado River Run

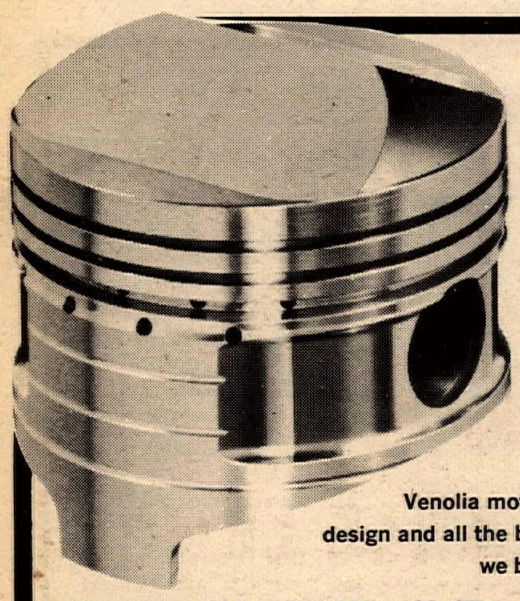
by Ron Schneiders
Photos by Ellen Schneiders

PARKER, ARIZONA, May 20 – Ten years ago an event such as the SRA's Colorado River Run could not have happened. Who, for instance, would have driven over 500 miles to participate in an enduro that was advertised as being "easy?" For that matter, why would any promoter bother to go that far away to put on a run? Ten years ago it would have been difficult to say whether the rider or the promoter would have thought the idea more absurd, but not today.

Although advertised as "easy" (And, in fact, by most standards it was.) many of the riders did not think it was easy. Not over seven miles from the start there was a hill which could have been made by a good 200-pound rider on a Yamaha mini-enduro. But, on that hill, several riders were hanging over their bars gasping for breath. I'm sure that if I had stopped, one of them would have told me to be sure to mention the terrible push-up hill that they had in what was supposed to be a family enduro.

At the top of another hill, there were danger marks and three or four riders were sitting on their bikes staring straight ahead. It's a classic set up, and it spells "horrible downhill!" When I got there, however, it was not a horrible downhill, but a slope angled about the same as a freeway off-ramp. The only thing that prevented one from shifting into fourth or fifth on the way down was that it wasn't long enough. One fellow (Maybe he read one of my articles on "How to ride an enduro.") was trying to bull-dog his bike down the horrible downhill" but the hill was so shallow and the sand was so deep, that he was actually having to push it down, rather than hold it back!

There was one genuinely tough feature to the enduro though, and it is called Deep Sand. There were pockets of it on the first loop and some fairly long stretches of it on the second loop. It's the kind of sand you find on the edge of El Mirage Dry Lake, super dry and powdery. If you stand too long in one place you sink out of sight. Pucher bushes grow in this sand and every place there's a pucker bush, there's a hummock which reduces your bike's forward motion to fall-over speed. It's



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SRA COLORADO RIVER RUN

Schneiders wins one?

hard stuff to ride, especially if you're try to go fairly fast.

Surprisingly, the schedules in this run were not too slow. This is what you might call the "fudge factor" that allows the SRA to attract some fairly good riders to its events. The course itself is not exceedingly challenging. You have a choice of deep sand, not-so-deep sand and dirt road. No rocks, no trees, no off-cambers, or tight washes or anything else where inexperienced riders might get hurt. But with fairly high speed averages, a better rider can find a bit of challenge in trying to stay on schedule every minute of the run, pretending that there might be a check lurking in the middle of the wash. The schedule speeds on the run seemed to be between 60 and 80 percent of what they would be on one of the more difficult southern California runs. And if you were trying to stay on time 100 percent of the run, you were hustling right along in places.

If the checks had been placed by somebody with a crafty, sneaky mind, I'm sure most of the scores would have been impressively bad, but this is contrary to SRA philosophy. The SRA had exactly four checks and two of them were at the ends of the two loops. Hitting those on time is about as chancey as going fishing in a bathtub with a stick of dynamite. The other two checks were slightly more secret but still not what you would call sneaky. For those of you who are confused, the SRA does not run under AMA rules: you have to hit all checks precisely on time, even lunch break and finish.

Adding to the enjoyment of the enduro was the fact that it was started on the Colorado river right outside Parker. For those so inclined this meant there was boating, water skiing, swimming and other such pursuits for the Saturday day time hours, and serious drinking, dancing, pool and such at the Blue Water Marina on Saturday night. There was also free camping, but the next time I'll stay in a motel; there must have been at least one billion insects, most of which were of the biting variety. Make that an air conditioned motel. The temperature was high, like about 100 degrees during the day. After the enduro there were powerboat races on the river. Those guys take about the same beating that a motorcyclist would on a rigid-framed motocross bike.

The peripheral activities are what *make* the SRA run for a good many participants, though there is some indication that that is not quite enough. From about 800 contestants last year, they were down to about 350 this year. All the enduros are down on entries though, so that might just be reflecting the fact that there have been a lot of runs to choose from this year. Do you wonder what makes a promoter go 250 miles from his home base to throw a run. The BLM, that's what. This race was thrown on Indian land. The Indian regulations were what reasonable men might require; a bit of the money generated, a resonable respect for the land and clean up after the event. Ron Vincelette's wife Jenny, tells me they can't even hire anyone to cope with the BLM's paper requirements anymore. Maybe we should give the BLM land back to the Indians.

The run was technically well organized. The check distances seemed to be correct and the times were accurate. The course was competently if not elegantly marked. There were no injuries to speak of: the worst was incurred by a fellow who came into a check saying he just "had to rest for a few minutes." He parked his bike and promptly sat on a scorpion. They're just painful, not fatal. My award for persistence goes to the fellow who started the second loop, on a flat rear tire, and as near as I can tell, finished with very few points lost.

There seems to be a whole new class of rider being developed by the non-serious enduro promoters. True, a lot of new riders start with a few easy enduros and then go on to bigger things. But many riders are staying with the easier runs. I saw one fellow who had a hat filled with finishing pins, maybe 20 or 30 of them and there wasn't an AMA pin in the bunch. Maybe we're developin g a sand-lot softball league in motorcycling. Might not be such a bad idea.

The official results of the Run will not be available for about a week, but the Sweepstakes winner will probably be one of four riders who zeroed the run. There could be other riders who zeroed it as well; as of press time though it appears that Robbie Clausen, will take Class A 125, on a Monarck. I will get Class B 250 *(Hoorah for Ron...Ed.)*, on a Bultaco Matador, and Class C will go to either Harold Muckelroy, a Maywood M.C. rider on a Bultaco 250, or Howard Schaack also on a Bultaco 250. All four riders are tied as of the moment for the overall win which will be resolved by the tiebreaker check which was a .4 miles ahead of Check 4. There is a three way tie for the over 35 trophy between Harold, Howard and myself. Good day for old men and Bultacos.

Clutch in and no front brake, hotcha, hotcha....

Summer certainly does seem to be on the way.

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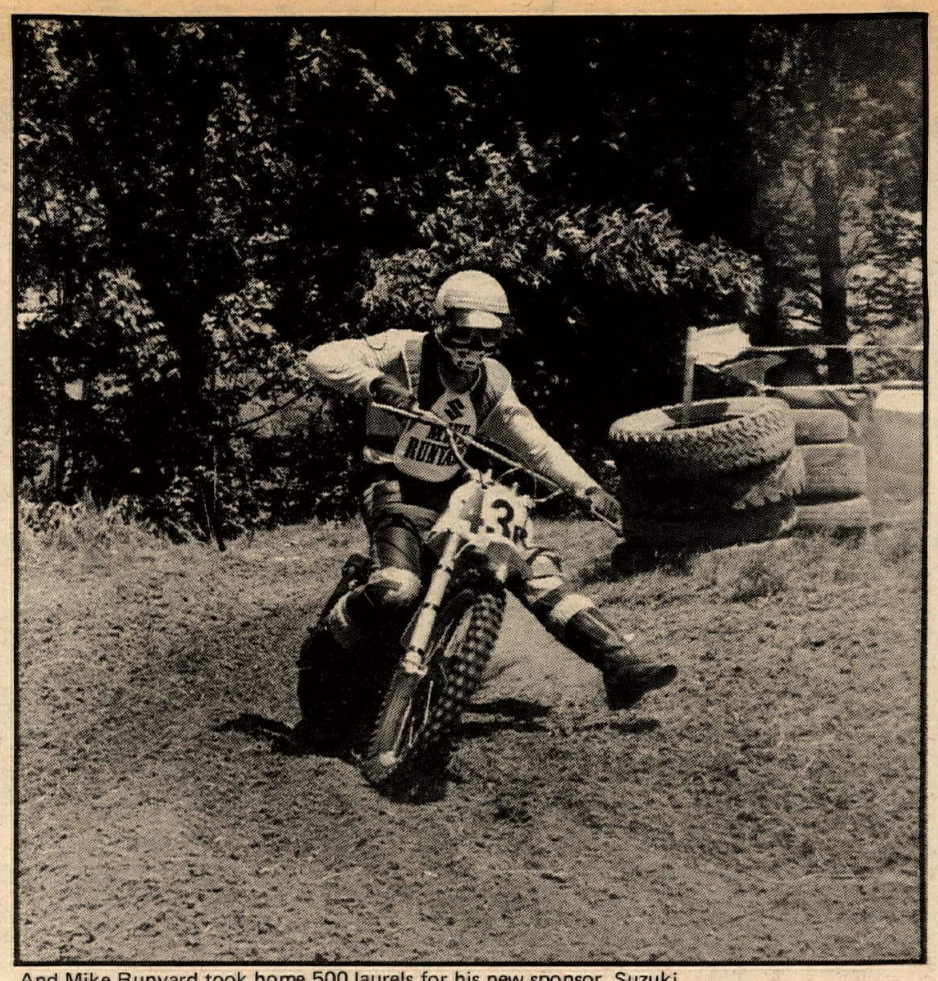
Jim Weinert demonstrated that his Opelousas win was no fluke.



And Mike Runyard took home 500 laurels for his new sponsor, Suzuki.

Weinert Repeats at Memphis National Motocross

by Jim Gianatsis and
Gary Van Voorhis

OLIVE BRANCH, MISS , May 20 – "I want to win tomorrow's race if only to show certain people that I can do it when they've said I couldn't. They were calling my win at Opelousas just lucky because other people had bad luck. Tomorrow I hope to make them eat their words." That's what Jimmy Weinert had to say before he went out and won the second National motocross of the year for Kawasaki. Ex-desert racer Rich Thorwaldson (Suz) netted second overall and Ricky Jordan put his CZ in third.

Mike Runyard gave his new sponsor, Suzuki, their first National motocross win for the year and moved himself within ten points of Pierre Karsmakers in the National Championship battle. Peter Lamppu, factory Kawasaki, and John DeSoto, CZ, rode consistently throughout the day to finish second and third respectively.

250

Jim Weinert sandwiched a second place place finish with two firsts to give himself the overall win. The win vaults Weinert into a sixty point advantage over second place Thorwaldson in the points standings.

"I knew I had to get a good jump on the rest of the field if I wanted to win the third moto," said Weinert. Jim was first out of the field in a mad charge for the first turn. By the halfway point Weinert had lengthened his lead over John Franklin (Mai), with Bob Grossi (Hus) pressuring and Tripes, Jones, Rick Jordan and Thorwaldson moving into the top ten.

Then the bad luck hit: Gary Jones lost a footpeg after getting as high as sixth; fourth place Gary Chaplin slowed and finally bowed out on lap eleven and Bob Grossi had his charge halted by a flat tire. This set the stage for a dual charge through the pack by Tripes and Thorwaldson. Tripes moved to within three seconds behind Weinert, but he got no closer. Weinert took the win over Marty, John Franklin and Rich Thorwaldson, thereby clinching his overall victory.

Moto one fell to Weinert ahead of Gary Chaplin (Mai), Gary Jones and Rick Jordan. Marty Tripes seized a shock while in third place early in the race and returned six laps later to continue the charge. With Tripes out the race developed into a Kawasaki/Maico duel with Chaplin getting so close but not being able to snatch the lead.

Marty Tripes sought revenge in moto two and pulled a flag to flag win over Weinert but the win was not without problems, as Marty lost a footpeg four laps from the finish and had to work even harder. The real race was between Jones and Chaplin with Jones securing third on the fourth lap but having a fight to keep it until he maneuvered through some traffic for blocking. Weinert was content with second since Tripes had placed far down in moto one.

500

Texan Steve Stackable jumped to the lead of the first 500 moto and began to pull away from the big name riders. Heading up the field behind Steve were Mike Runyard (Suz), Pat Freiburger (Mai) and John DeSoto (CZ). Pierre Karsmakers got his factory Yamaha away very slowly and was back in the field.

Things remained fairly consistent for about six laps; then it seemed everything went wrong. Stackable had his rear tire go flat and he retired. Karsmakers ran into gearbox problems with his Yamaha. He ran two laps very slowly and then pulled into the pits after having moved up to ninth position from his bad start. Mike Runyard took over the lead with his factory Suzuki and maintained it to the finish. John DeSoto moved in to take a very well ridden second, followed by Gary Semics, Mike Hartwig, Bobby Harris, Wyman Priddy and Peter Lamppu in seventh.

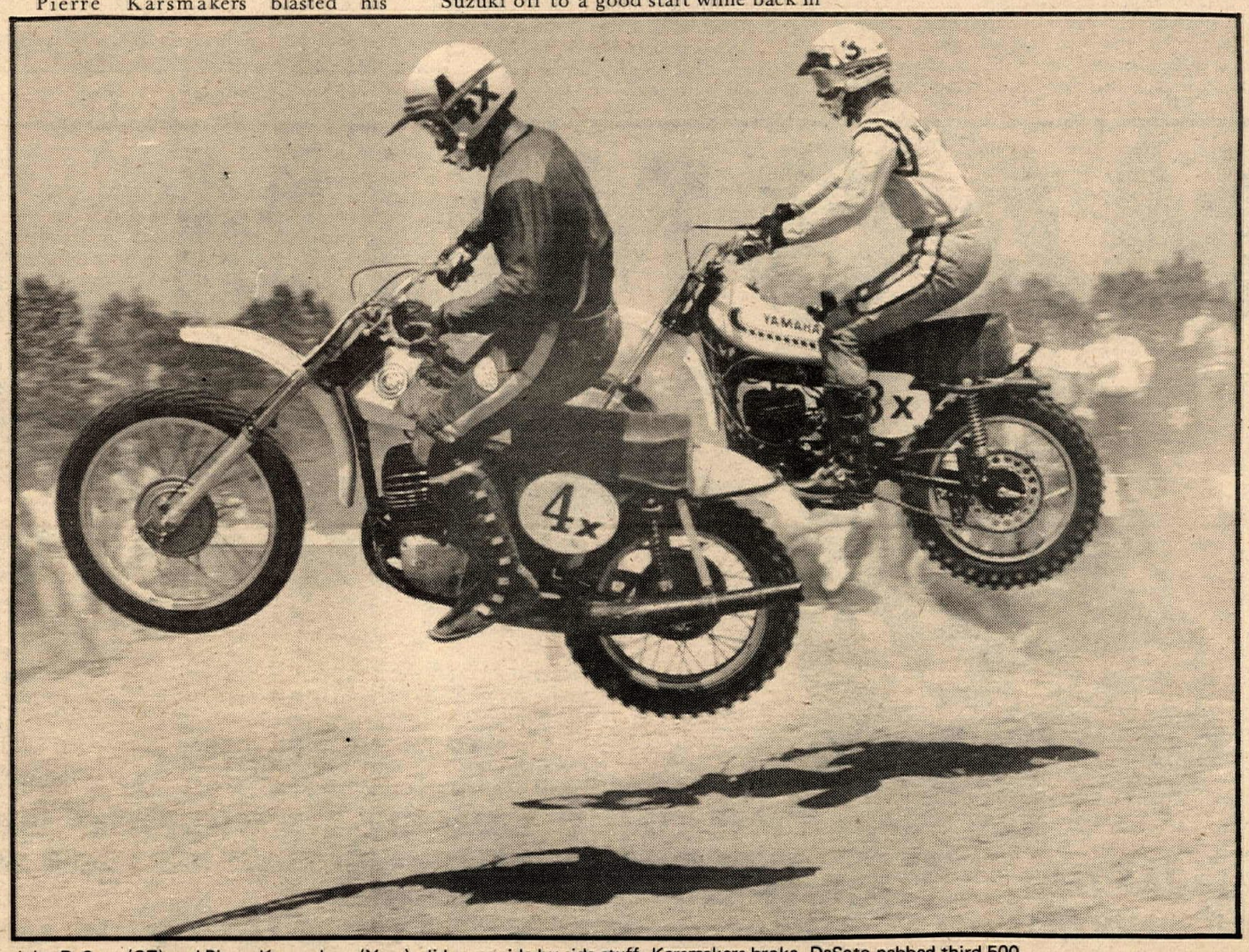
Pierre Karsmakers blasted his Yamaha away in first as the second moto got underway, but Gary Semics had his team Husqvarna right on Pierre's rear wheel and the Dutchman just couldn't find a way to shake him loose. Their battle put a big gap between them and the rest of the following field, Lamppu, DeSoto, Priddy and Runyard. Karsmakers tried every trick he knew to hold back the young Semics but they didn't seem to work as on the eighth lap Gary took over the lead. The bouncing battle the two were putting on really had everyone up on their feet, and you knew the pounding they were taking was rough because it tore loose the straps which help to hold on the gas tank on Karsmakers' Yamaha. On lap twelve a disappointed Pierre had to call it quits again when the top end went sour on the YZ. A jubilant Gary Semics went on to take the moto win with DeSoto putting in another strong and consistent ride to cop second, followed by Lamppu, Runyard, Hartwig and Priddy.

The final moto gave Mike Runyard a taste of first place when he got his Suzuki off to a good start while back in second place again was, yup, John DeSoto, then Lamppu, Tony Wynn and Tony DeStefano. John DeSoto held on to second and it was starting to look like he would tie Mike. Runyard in overall points for the day, but then on the eighth lap John did a getoff that lost him a lap before he was able to get running again. Mike Runyard took his Suzuki on to the finish for the moto win and his first AMA National victory. Peter Lamppu took second in the moto and second overall as well, with DeSoto hanging onto a seventh, giving him third overall for the day.

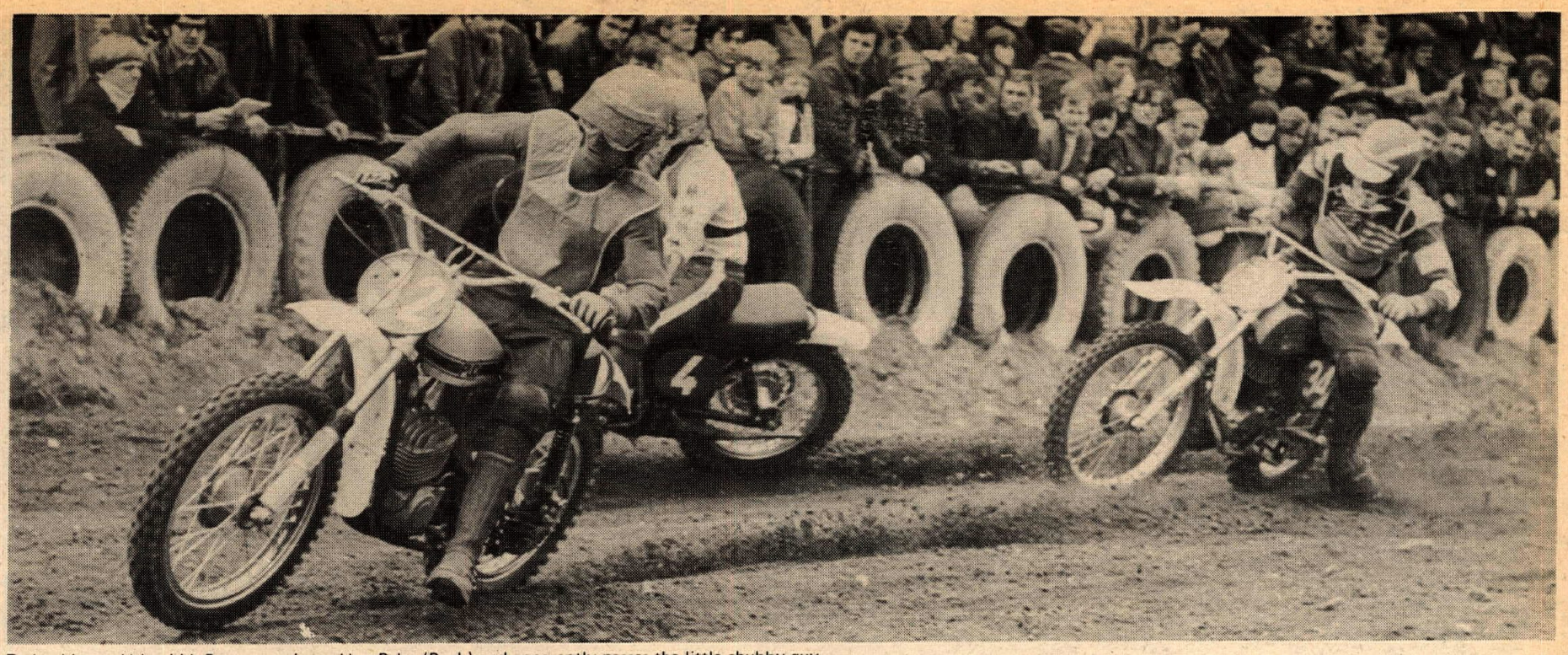
RESULTS:

250: 1. Jim Weinert (Kaw). 2. Rich Thorwaldson (Suz). 3. Rich Jordan (CZ). 4. Bill Clements (Hus). 5. Gary Chaplin (Mai). 6. Gary Jones (Hon). 7. Bruce Baron (Hon). 8. John Borders (Bul). 9. Marty Tripes (Hon). 10. Bob Grossi (Hus).

500: 1. Mike Runyard (Suz). 2. Peter Lamppu (Kaw). 3.. John DeSoto (CZ). 4. Mike Hartwig (Hus). 5. Robert Harris (Mai). 6. Gary Semics (Hus). 7. Tony Wynn (Kaw). 8. Tony DeStefano (CZ). 9. Wyman Priddy (Kaw). 10. Bob Latter (Mai).



John DeSoto (CZ) and Pierre Karsmakers (Yam), did some side by side stuff. Karsmakers broke. DeSoto nabbed third 500.



Red, white and blue kid, Pomeroy, chases Uno Palm (Puch) and apparently passes the little chubby guy.

THE POLISH 250 GRAND PRIX

by John Huetter

SZCZECIN, POLAND, May 13 — The color of eastern European Communism isn't red, it's gray. The shabby buildings, streets, and clothes of the people all attest to that fact. As does the weather. It seems that virtually every other Pole will try to steal anything, even if it is nailed down or in your pocket. It was against this background that the fifth round of the 250cc motocross World Championship was held on a flat, twisting track in a residential suburb of this Polish seaport. The course was flat only by European Grand Prix standards as seven big hairy jumpes had been worked in between the numerous turns.

Hakan Andersson (Yam), who seems to be the man to beat this month, turned fastest time in practice with the KTM-mounted Russian Pavel Rulev about a second behind him. Bultaco's, and America's, pride and joy Jim Pomeroy was third out of the 40, a few tenths of a second behind Rulev. Even getting a ticket from the Polish police for "excessive loudness" in the hotel lobby didn't slow Jim down or dampen his spirits as he turned third fastest time on his "practice" bike.

The Russians brought out their surprise package, Leonid Tchinkarenko, and put him on one of the new factory CZs. There were also about eight Polish riders entered — some on four-speed, some on five-speed CZs. It was obvious that an Eastern bloc rider was supposed to win the Polish GP. There were some good ones entered.

MOTO ONE:

Torleif Hansen (Kaw) led into turn one at the end of the long bumpy straight. He led for a few laps until the inspired Russian, Gunnady Moisseiv on the 250 KTM grabbed the lead for several very fast laps. Jim Pomeroy (Bul) was about 10th at the start. In two laps, he worked up two places among the fast running front-runners.

When walking the course before the start of the Grand Prix, Jim pointed out a 30 foot dropoff to the side of one of the steep jumps which was located at the apex of a turn.

"If you miss your line in here," he chuckled, "you'd high side something awful. Very bad crumble." On lap three, he did just that. He wasn't hurt but the Bul had tweaked handlebars and a hole in the gas tank. He restarted just ahead of Kalevi Vehkonen (Mon), who had bike problems out of the gate and was charging through the Poles at the back of the pack.

Hakan Andersson, meanwhile, had moved his "rigid" frame Yamaha up from sixth to take the lead. He was passing effortessly and went by Moisseiev in a sustained rush to stretch out a 20 second lead. Jaroslav Falta (CZ) was third for a while, then Mikkola (Hus) took that spot for most of the moto. Adolf Weil (Mai) kept moving unobtrusively through the pack — moving into a duel for fourth place with Falta. The competition for the points-paying top ten positions paired off. Andersson and Moisseiev had a race going, though the rapid Swede was never re-passed. Heikki Mikkola was running 30 seconds behind these two. Falta and Weil were going into corners wheel to wheel at speeds only the international riders achieve in Grand Prix competition. The young, stylish Czech and the wise old German were a show in themselves.

With a little over five minutes to go in the first 45-minute moto, Jim's bike quit. The hole in the tank had leaked all the pre-mix out and he was out of gas and out of contention. World Champ Joel Robert (Suz) had pulled off after about 15 minutes complaining of handling problems with his RH-73. (Both Belgians on the 250 Suzukis, Robert and Rahier, maintain the handling is impossible and neither have done very well to date. The Japanese mechanics maintain the suspension is the same as last year's and that Joel and Gaston need to be in better condition.)

Adolf Weil and Jaroslav Falta continued fighting for every inch in every corner, both banzai-ing the twisting, jump-studded circuit. On the last lap Falta was in the lead. At the checkered flag, Weil was in front. He knows how to out think a younger rider. The other positions were unchanged except that Hans Maisch (Mai) squeezed ahead of the two CZ-mounted Russians. Top ten: Andersson (Yam); Moisseiev (KTM), Mikkola (Hus), Weil (Mai), Falta (CZ), Hansen (Kaw), Maisch (Mai), Tchinkarenko (CZ), Rybaltchenko (CZ), Roberton (Hus).

Every factory has good riders this season. It is probably the most competitive 250 class World Championship in the last five years. There are at least 15 riders who can win a GP moto. But Hakan Andersson won another one; his fourth.

MOTO TWO

Gunnady Moisseiv was still looking for the overall win and grabbed the hole slot — followed by Falta, Hansen, Andersson and Tchinkarenko. Hakan wicked it past Hansen and Falta in the first two laps and took off after the Russian. He looked incredibly quick and controlled over the loose, bumpy track. Jim Pomeroy (Bul) was moving up just as fast to sixth, right behind Mikkola and ahead of Tchinkarenko and Weil. Joel Robert started working his way up just ahead of Jo Lammers, a Dutchman, and Vehkonen on the factory Montesas. The first six remained in position for nearly 20 minutes, then Hakan passed Moisseiev and began stretching out a lead that eventually amounted to over 30 seconds. Mikkola and Hansen got by Falta as Jim closed up on him. With 15 minutes to go, Heikki went off the track where Pomeroy had crashed (a very trick jump that, with mid-air turn) and Hansen went by him before he could recover.

Jim was now right on Falta's tail and the two were really going at it. Evgeny Rybaltchenko was some distance behind them. Pomeroy passed Falta and held a three-length lead for two laps until his new prototype Betor shocks started to fade. The proto shocks on the CZ held up and Jaroslav went back by him. Falta has a balls-out, hot-dogging style that would be right at home in the U.S.

Mikkola's engine went out to lunch with about 10 minutes to go moving up Hansen, Falta and Pomeroy behind Moisseiev. Joel was out of the race, Vehkonen was out with more bike problems and then Andy Roberton, who had moved steadily up to eighth had his Husky go belly-up. And that's the way it ended. Jim collected another six World Championship points maintaining his fourth place in the standings ahead of Hansen and Falta. Hakan Andersson looked as good as Joel did, last season and his lead zoomed by 30 points to a whopping 119 — way ahead of Adolf Weil.

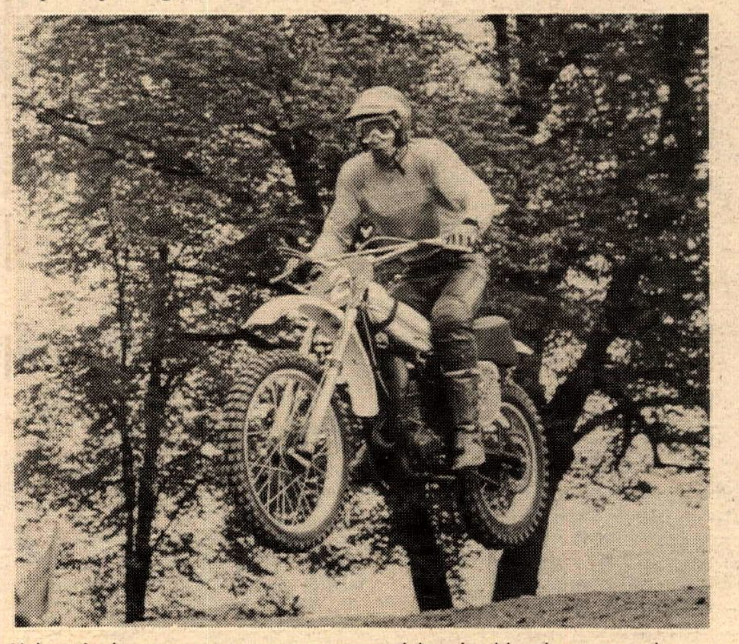
The Polish Club scored the overall on the 1-2-3 Olympic system, contrary to this year's FIM rules of 15-12-10-8, etc. for the top ten and awarded trophies down to 12th place which, coincidentally, was the first Pole who had an 18th and an 18th to his credit for stolid perseverance...but not much speed. (Note that all the factory prototype CZs finished both motos. They seem bullet-proof.)

The young Swede, Andersson, upset their plans for a Communist country win and wild Torlief Hansen intruded himself in to third overall preventing a CZ-KTM sweep. None of the riders who could were sorry to leave Poland. The place is a bad joke.

RESULTS:

1. Hakan Andersson (Yam) Swed. 1-1*; 2. Gunnady Moisseiev (KTM) USSR 2-2; 3. Torleif Hansen (Kaw) Swed. 6-3; 4. Jaroslav Falta (CZ) Czech. 5-4; 5. Evgeny Tchinkarenko (CZ) USSR 8-11; 6. Zadenk Velky (CZ) Czech. 11-9; 7. Antonin Baborovsky (CZ) Czech. 14-8; 8. Stef van der Sluis (Yam) Neth. 12-10; 9. Jean-Claude Jobe (Mon) Belg. 16-12.

* Does not reflect World Championship points scoring as Polish sanctioning body used non-FIM system for overall.



Hakan Andersson won two more motos, tightening his grip on an early championship lead. Check out the rear suspension on his Yamaha.

For a complete story on the Swiss GP, see Page 36.

Heiki Mikkola gave a good push for Husky laurels 'til his engine failed.

Irwindale MX

by Buzz Baty

IRWINDALE, CAL., May 18 – Kelvin Franks and his group of hard-working scorers were just exactly that, hard working. Every class of Experts had at least three riders who could nail down the overall first place with the last moto win.

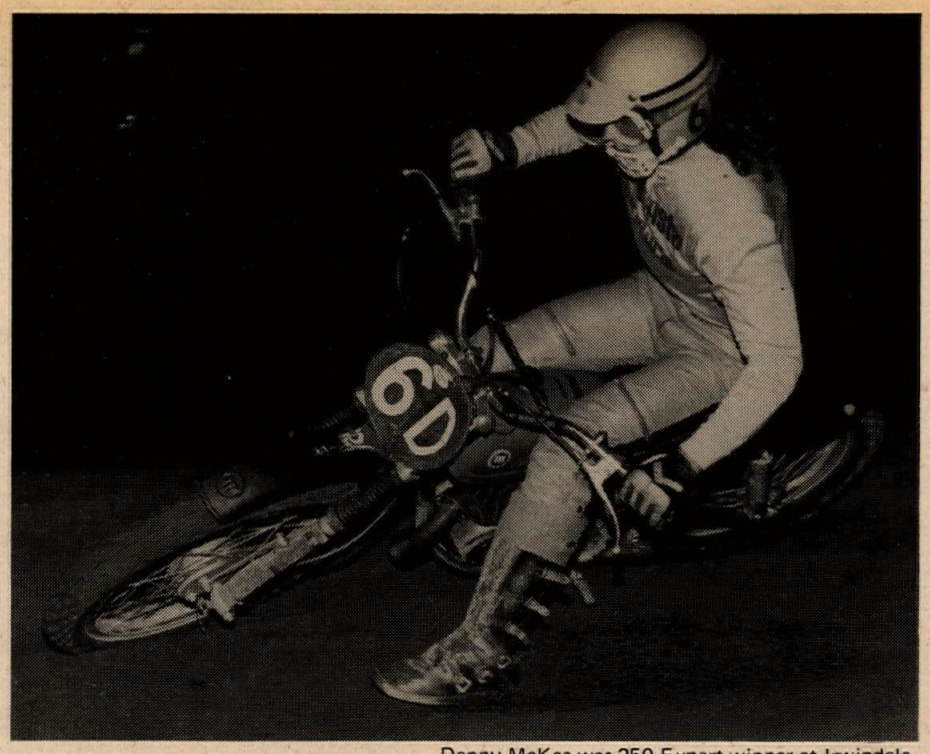
Rick Reinig has been knocking at the winner's door for quite a few weeks now, and tonight he pulled it off. Rick took his Monark to a hard fought last moto win and overall first place, ahead of Jim MacDonald's Penton and a borrowed DKW mounted Ray Lopez.

In the 250 Expert class, Danny McKee, riding for Westminster Sports Cycle, is another Expert who has been coming close, finally banging the bullseye tonight, coming out on top over the Hondas of Tim Lunde and Allen Cooke. A lot of arithmetic was necessary as the point spread between Danny, Tim and Allen was of the minuscule category.

The 500 Intermediates and Experts ran together, trying to keep the Intermediates and Experts straight during the race was an impossible task. Dennis Clark, an Intermediate, led all three of the motos off the starting gate but couldn't hold the Experts for the distance. He did however come out on top in the Intermediate class, making it a CZ sweep, ahead of Gary Ogden and Dan Barnes.

Jim Cooke, riding the 450 Kawasaki out of Kawasaki R & D, topped the 500 Experts ahead of John McManaway, Husky mounted, and CZ rider, Bob Elliott.

Tim Lunde leads Danny LaPorte in the 125 class at Saddleback.



Danny McKee was 250 Expert winner at Irwindale.

Saddleback MX

by Creative Images

SADDLEBACK PARK, May 20 – Jim Wilson, back on a CZ, made things look easy in the 250 Expert division today as Tim Lunde suffered mechanical ills with his Honda and had to give up the chase of Jim. Winning both motos gave Jim the overall ahead of Mark Anderson on the Franks Suzuki, and Bultaco mounted, Ray Topham.

Ray Lopez was back on his Penton and looked to be on his way to a clean sweep of the 125 Expert class winning the first moto, while Monark mounted Marty Smith took second. In the second moto, the situation was reversed with Marty Smith taking a strong lead with Lopez trying to pay catch up from deep in the pack. Marty was the overall winner on the best finish-last moto rule, notching another win for Monark, ahead of the Penton of Lopez and Danny LaPorte.

Rex Staten led the entire first moto for the 500 Experts, right up to the middle of the last lap, only to lose fire for some unknown reason and finished dead last. Staten came back to win the last moto after getting his Maico repaired, but that last moto win was only enough to give him third overall. Steady trouble free riding gave a pair of CZ riders, Wayne Boyer and Rob Norgaard, first and second respectively.

ANDERSSON SWEEPS SWISS 250 GP

GRABS WORLD CHAMPIONSHIP LEAD

by John Huetter

COMBREMONT-LE-PETIT, SWITZERLAND, May 6, 1973 – In a green, tree-studded valley surrounded by the picturesque Swiss farmhouses that really do look like they're right out of a picturebook, 40 International class riders met today for the fourth round of the World 250 Motocross Championship.

After 94 minutes of racing over the muddy, up-and-downhill course, Hakan Andersson (Yam) emerged as the clear-cut victor with perfect scores in the two 45-minute (approx.) motos. He was so far in front during most of both motos that many of the crowd that clambered over the rain-soaked slopes kept pointing at Adolf Weil (Mai) or Torlief Hansen (Kaw) as the leaders. These two circulated in second at various times with the crafty old Maico master, Weil, emerging second overall and second in both motos.

Two days of rain had left the terrain over which the course was roped out very soggy. There was one uphill-downhill combination that looked to be impossible to make, let alone race motocross over it. Some of the riders petitioned the international jury to have the hill removed as the mud in the hairpin turn approach was hub-deep. There was no run at the near vertical slope and the downhill preceding it was more like a trials section than a motocross course.

The rest of the course was almost all up and down, with only a very few straight, flat sections for making up time. American rider Jim Pomeroy later commented, "This course was actually an easy one...once you figured the good lines." All things are relative, but there was nothing easy about this course. When the European riders slightingly refer to most U.S. courses as glorified TT tracks they aren't kidding.

Moto 1

Hakan Andersson capitalized on a good start when the gate plopped into the mud and had the lead by the second uphill. The new Yamaha seems to have plenty of power, more of it low in the rev range and a new suspension which makes it handle that much better. Hakan was gone and, after a few laps, was never seriously challenged.

Torlief Hansen (Kaw), Kalevi Vehkonen (Mon), Gaston Rahier (Suz) and Adolf Weil (Mai) were behind him. Jim Pomeroy (Bul) came up the muddy, rutted hill with good control in sixth on lap one. Jim began circulating between fourth and sixth for several laps.

After about 15 minutes, only about 12 riders were on the same lap as the pack failed to make the hill by twos and threes. After unsuccessful attempts, these international class riders would bulldog their factory racers back down the hill into the deep mud and try again. Surprisingly enough, many of the Czech riders did not do well in the mud. One exception was Falta (CZ) who was moving up consistently.

With 30 minutes gone, Weil closed up on Hansen and, in a determined but always controlled charge, passed him on the uphill. There doesn't seem to be a trick in the MX book that old Adolf doesn't know. Jim was still holding in sixth.

About this time, World Champ Joel Robert started to get untracked and began passing riders up to about tenth. He closed up on fellow Belgian Suzuki rider Gaston Rahier but couldn't get by him. Vehkonen was now in third and Pomeroy continued to impress. While everybody else seemed to be tiring (except Andersson), Jim actually seemed to be picking up a bit. Robert, too, looked stronger. The fans loved Joel and waved and cheered wildly as he went by them.

Jim managed to fall a few times and Uno Palm (Puc) got by him, but he also managed to remount and repass everybody who got past him up into sixth again. Andersson kept going very fast, very far out front. Weil pulled out a minute lead over Torlief Hansen and Vehkonen.

Jaroslav Falta (CZ) had been flying the whole moto and made it past Jim when he fell again on a slippery corner. He then went past Hansen, but Vehkonen had already done that and the Flying Finn managed to keep his VR Montesa ahead of the Czech. Jim held off the combined Puch-Suzuki attack to be sixth at the finish.

Between motos, while the National class was running, Joel Robert popped his sweaty body into the Bultaco van where Pomeroy was changing his muddy boots and leathers.

They exchanged a few words, Joel with newfound respect for the young American; Jim still somewhat in awe of the six time World Champion, even though he has beaten him in every GP this season.

I asked Joel how his knee was holding up. It is heavily wrapped and has a heavy protective cover on it. He said that it was getting better since he had started having Chinese acupuncture on it. Somehow, the picture of the chunky Robert with a knee full of long needles and a Chinese acupuncturist hovering over him did not come readily to mind. But it seems to be working for him, when other methods didn't.

Moto 2

With the anticipation that comes of several thousand starts, Adolf Weil pulled the lead into the first corner and held it for the first tour. Robert had also gotten away quickly and was in third. But ahead of Robert in second place was none other than the young Yank Pomeroy who had the wick on his Bul turned way up. He was right on Adolf's tail. Robert and Pomeroy raced for two laps and Joel got by. Hakan Andersson was fourth; Jaroslav Falta, fifth, and Vehkonen running about sixth.

Then, just beginning lap four, a Swiss Husky rider being lapped by the three fast front-runners moved back into Jim's path after moving over for Adolf and Joel. Pomeroy hit him and went tumbling over the handlebars. His bars were tweaked and his right footpeg bent down toward the ground so that it was impossible to stand on it. He got up and got going, but his chances for a top three placing disappeared along with the footpeg. Hakan Andersson went by Jim and Joel as only he can – pointing several different directions and moving rapidly forward at the same time. Falta got by Pomeroy when he fell. After 15 minutes, that was the line-up: Weil, Andersson, Robert and Falta. Jim dropped back another couple of positions as he tried to balance on the left peg and shift with his right foot and an unusable stub.

Weil and Andersson settled down to a two-man duel with Robert a distant third. Then Heikki Mikkola began his charge out of the pack. First he picked off Gaston Rahier who had begun pushing Falta and Robert. He passed Robert with about 10 minutes to go. Hakan got by Adolf Weil to take the lead at about the same time and began to stretch it out.

Mikkola forced a pass in the first corner putting Falta back to fourth and that's the way it went for the last few minutes. Jim had managed to maintain twelfth which was good enough for ninth overall and – as we laughingly decided – first American. He is also the only U.S. rider on the 250 Grand Prix circuit and keenly conscious of his performance as an American.

Hakan Andersson has won the last three GP motos and the point lead.

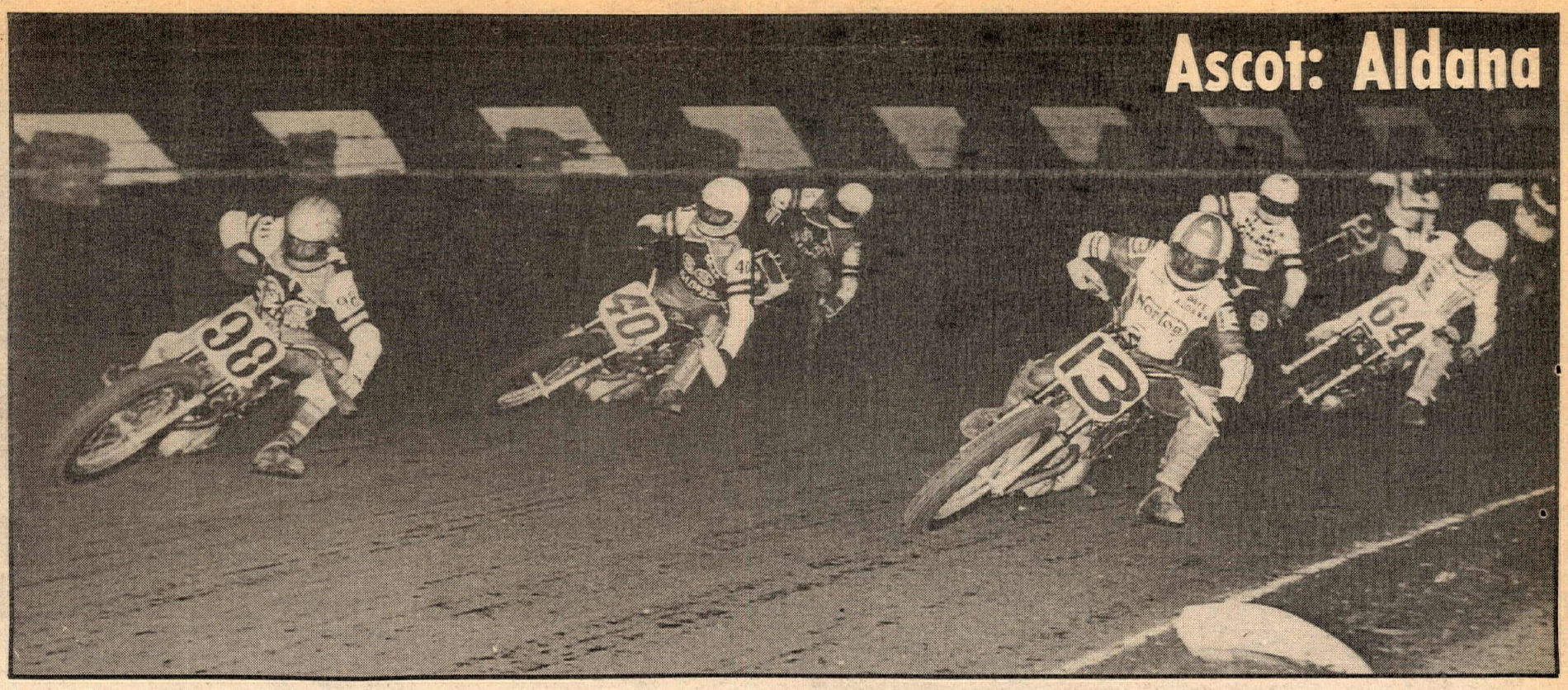
WORLD CHAMPIONSHIP MOTOCROSS
Swiss 250 Grand Prix
Combremont-Le-Petit, Switzerland
May 6, 1973
by John Huetter

Hakan Andersson	Yam	Swed	1-1
Adolf Weil	Mai	W. Ger.	2-2
Jaroslav Falta	CZ	CSSR	4-4
Harry Everts	Puc	Belg	7-7
Gaston Rahier	Suz	Belg	9-6
Joel Robert	Suz	Belg	10-5
Torlief Hansen	Kaw	Swed	5-11
Jim Pomeroy	Bul	USA	6-12
Pavel Rulev	KTM	USSR	13-8

250 WORLD CHAMPIONSHIP POINT STANDINGS
As of Swiss Grand Prix
May 6, 1973
by John Huetter

Hakan Andersson	Yam	89
Adolf Weil	Mai	81
Heikki Mikkola	Hus	66
Jim Pomeroy	Bul	44
Jaroslav Falta	CZ	
Kalevi Vehkonen	Mon	
Torlief Hansen	Kaw	

Ascot: Aldana



Aldana (13) was the class of the field.

GARDENA, CAL., May 18 – The AMA unveiled their new $3,000 Regional half-mile at Ascot tonight and the locals were ready and waiting. Most of the out of state entries forgot to show up, even though they had filed official entry blanks.

It probably made no difference, as Dave Aldana and his factory sponsored Norton was the class of the field. In time trials Aldana tied the one lap track record set earlier this year by Gary Scott at 22:30. Scott, riding another new Triumph for the first time, was second fastest and also well into the twenty twos.

Then Dave and Gary went out and each won a heat race to set up for the final. But it was all Aldana as Scott came up with engine troubles early in the race and pulled off the track after running second.

Scott was just one of four riders who were not around at the finish. Mert Lawwill went only one lap before he pulled to the pits. It was a first for Mert – he forgot to put on his steel skid-shoe!

Rookie Brian LaPlante, having his best night this year, moved into second but then also pulled off with problems. Late in the race Chuck Hart did the same thing. Previous winner, DeWayne Keeter, failed to finish the heat race, coming up with mag troubles this week.

John Hateley showed up on his third different brand this season. This time it was a BSA 750. John pulled a second in his heat behind Scott and then ran second to Aldana in the final.

Mike Caves, a rookie Expert from Illinois, entered but finished last in his heat race and failed to transfer. Oklahoma's Bruce Townsend blew a primary chain in practice and could not make time trials. Tom White crashed in time trials and decided to wait for San Jose Sunday.

Jim Rawls and Phil Darcy showed up from Texas but failed to reach the main event. Mike Kidd never found the right road from down Dallas way and failed to show as did Michigan's Rex Beauchamp.

Rick Hocking made it eight straight in the Junior class, zipping the Champion frame Yamaha in for another pair of wins. Hocking also took fast time honors and held off John Gennai in the final for his fourth half mile win of the year.

Rex Barratt also won a Junior heat that found only three riders on the re-start line after a series of crashes that took out four riders. Mike Clark and Ike Turner ran into each other and took Danny Hockie down with them. On the second start Rick Hutchins went full tilt into the south turn, let go of his new Harley and fell off. The machine then hit the wall, climbed over, and fell back on the track.

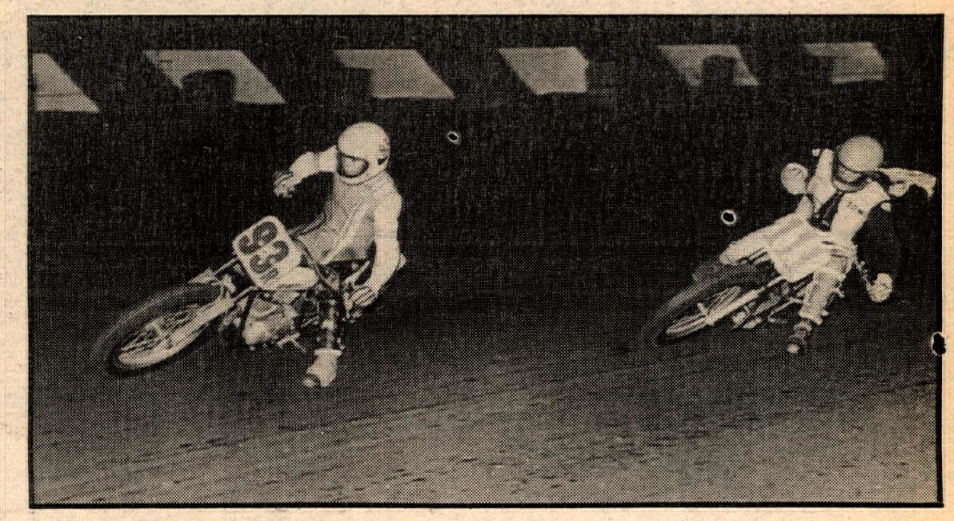
Hank Scott found the going rough again this week during his second visit this season to Ascot. The Yamaha rider was beat out for second in his heat by Devon Sowell and then had to pass John Sperry at the finish line to win the Semi. He ran fifth in the final after a second place finish a week ago.

Novice point leader, Tom Berry, won his heat race but four other riders had heat wins that were faster. Then Barry had to fight every inch of the win in the main to win for the fourth time this year.

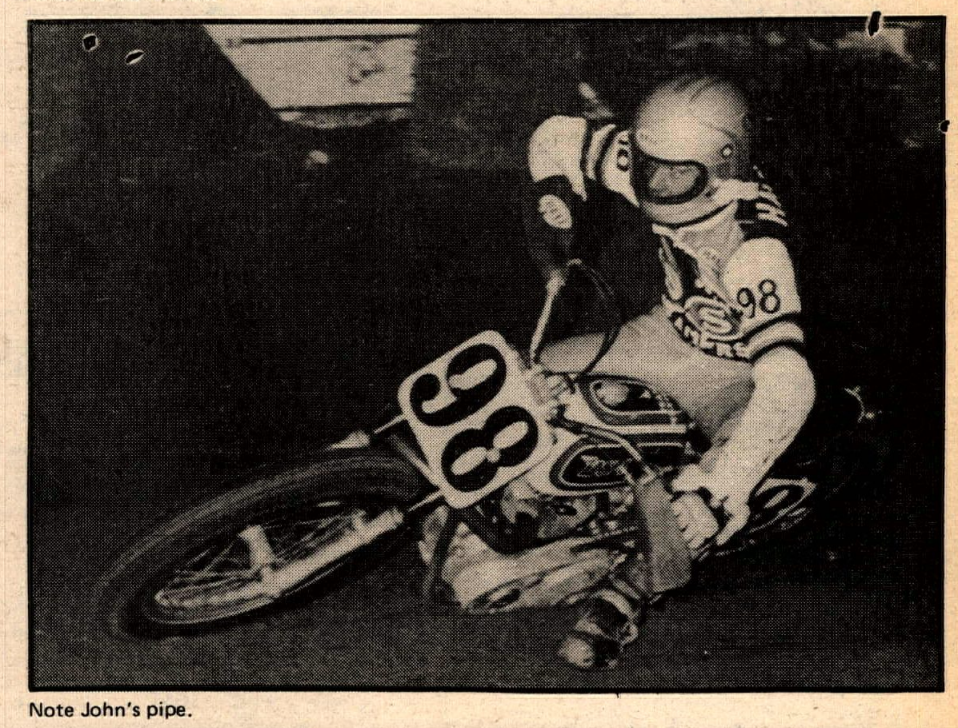
TT rider John Allison looked all set to win his first oval race on the Kawasaki but hit the panic button when passed by Berry late in the race and fell off on the north turn. Tom then held off Randy Miller on the final lap to wrap up another win.

Girl gladiator, Debbie Reon, again ran a strong third in her heat race and came close four times to taking second place but had to settle for third for the second straight week, which was not good enough for a transfer. She beat seven male riders and clocked faster once again.

This coming Friday night it's back to half mile racing with a TT slated for Monday night, May 20th.

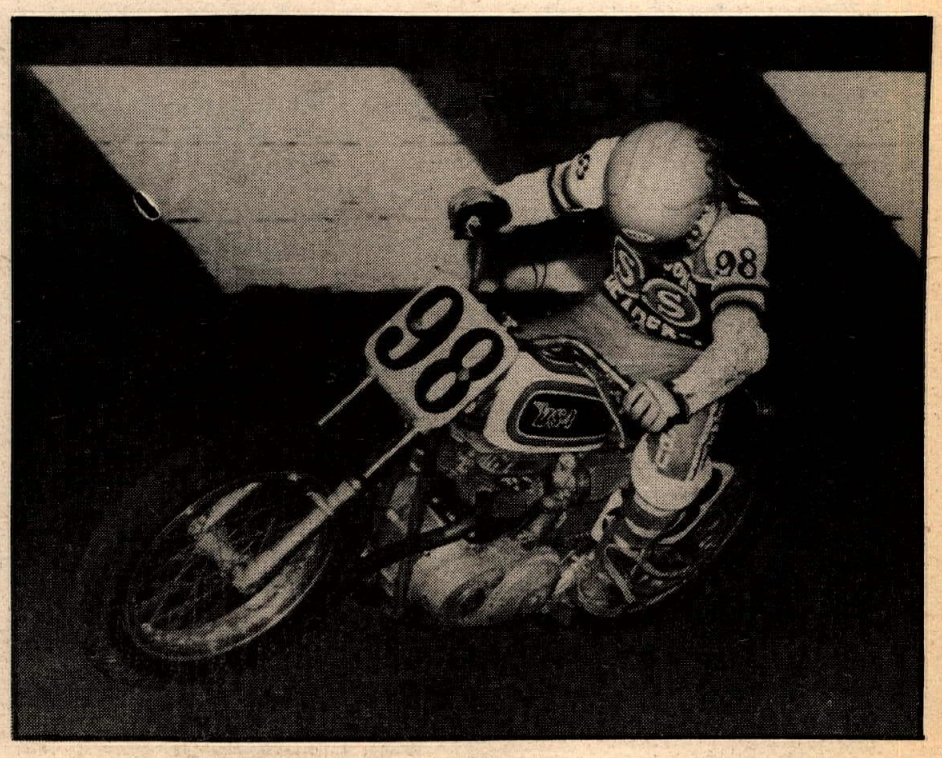


John Allison (93R) led eventual winner Berry until the latter got past and the former fell off to finish as last Novice.



Note John's pipe.

Aldana savors the spoils of Expert victory while Hocking looks on.



Note John's shoe. Hmm. No steel shoe. Well, at least he remembered to put it on. Mert forgot.

The Bast Bros. Three-Ring Circus

SPEEDWAY: The Week That Was or Three Days With The Bast Boys

Story and Photos by Dennis Greene

In this week of Speedway, three nights of race meets, the Bast boys led the way in every event.

Bakersfield

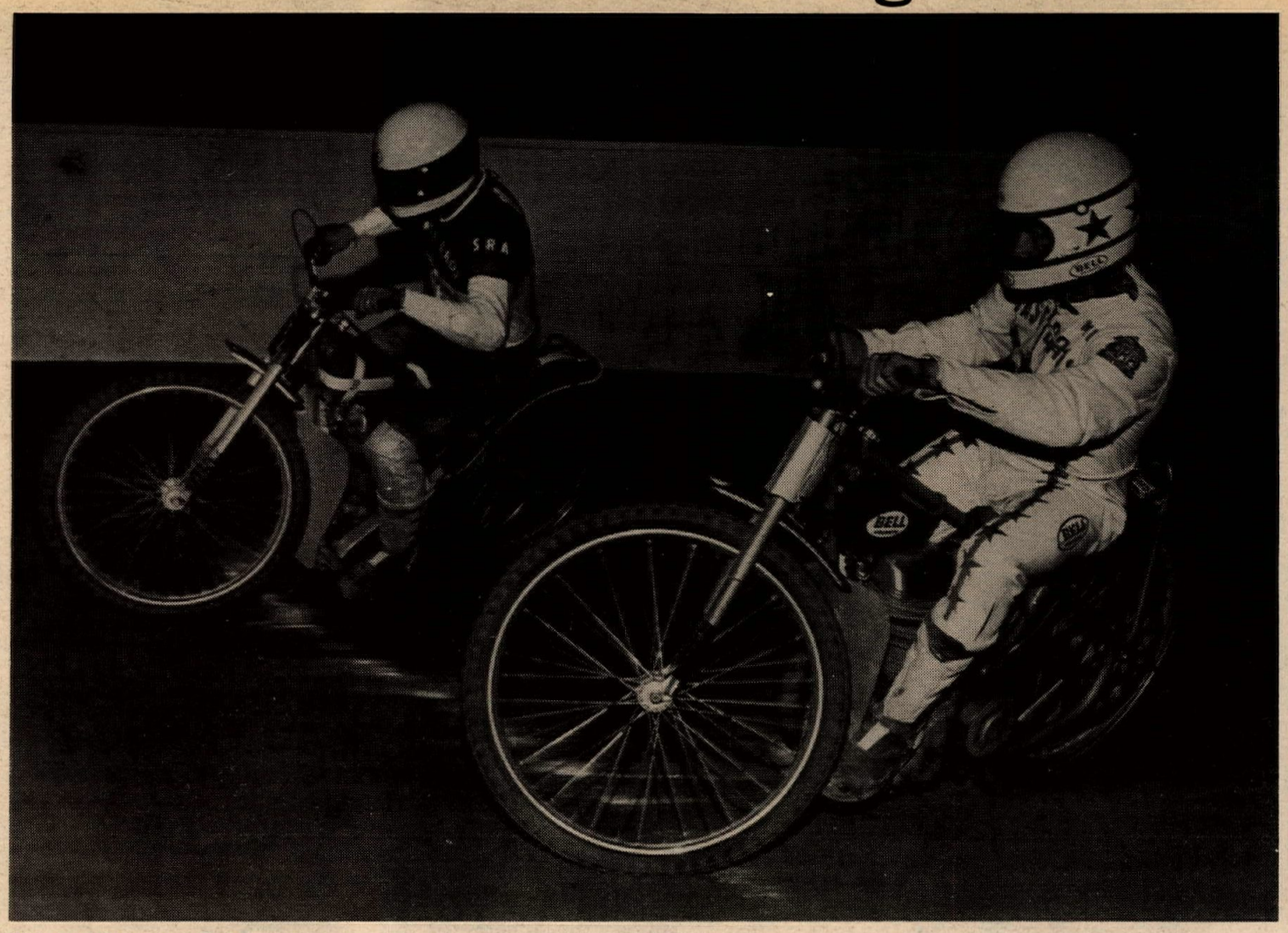
Starting in Bakersfield, Steve Bast, the older of the two, not only won the Scratch Main Event, but the Handicap as well. Younger brother Mike ran second to Steve in both of these main events.

Mike was injured in a spill with Mike Konle, and it looked as if he might not make the restart. He was sent over the bars in a handstand and slid a short ways on his head. When he finally got on his feet, the only thing that was hurt was his left wrist and his Bell Star helmet that had a few scratches on it.

Winning two main events a night is getting to be a thing with Steve. He is the only rider to do it this year, and Wednesday night was the second time for him this season.

For the most part, Wednesday night was strange. It was in the eighties with off and on rain and a free light show provided by Mother Nature. Somebody must have been messing her butter.

The heat got to several riders, the track that had been under water earlier in the week fell apart and got to other riders, but most of all, the referee got to eveybody. A new rule about flying starts or rollers was put into play. This year if you are caught moving before the starting gate goes up, the race will be stopped, the bad guy will be set back twenty yards from his handicap marker, and then the event will be restarted. The breaking of the starting tapes in scratch events is still a one way ticket to the pits and exclusion from the event. Ed Williams, Dan Toomey, and Mike Bast, all were victims of the twenty yard boogie man.



The stars of the show, Steve and Mike Bast at Bakersfield.

Irwindale

Twenty-four hours later Thursday night at Irwindale, the Bast boys were once again on the move. In the Scratch Main Event, Steve outran Bill Cody, teammate Larry Shaw, and brother Mike, for the win.

Two events earlier, Mike ran second in the Handicap Main Event, just inches behind Steve Gresham. This was the race of the night for one big reason. It was the first time this season that any rider had started on the fifty yard line in a Handicap event and the rider with the longest way to go was Mike Bast. Mike won his first Handicap race from the fifty yard line and looked like a sure thing in the main event. When the main event rolled around, Mike had his work cut out for him. With five other riders to get by and all that ground to make up, Mike just lost by an inch or two at the finish line and had to settle for second.

Mark Cherf took command of the Division Two Main Event at Irwindale to back up his victory from the night before at Bakersfield. Mark may get his chance in First Division a lot sooner than he thinks. Ed Meister, the promoter at Irwindale, is going to add two more Handicap events to the first part of his program. This will give twelve new hopefuls a chance to compete in Division One events. Ed is from the old Good school that says give a guy a chance and he may surprise you.

Highlights of the Night: Twenty yard penalty to Don Cullum; he fell victim to the flying start rule. Danny Becker did not get away with his wall riding this time, he got off doing a wheelie that came from too much traction. Troy McKee ran last in the Second Division Main when no one thought he would even come out for the event because of a horrendous crash at the start-finish line at an earlier qualifying event.

Costa Mesa

It was about twenty hours later. Steve and Mike, along with Uncle Harlan and new brother-in-law, Larry Shaw, were unloading at Costa Mesa for the Friday night show.

To round out the Speedway week, Mike worked his way past Steve in the Scratch Main Event for the win, making it three out of four at Costa Mesa for Mike. Steve got the number two spot, well ahead of Bill Cody and Mike Curuso.

The highlight of the Friday night show came from Wild Bill Cody. Bill put on his version of a Wild West Show when he bulldogged his bike to the ground and, in one of the weirdest shows of skill ever, Bill stepped off while doing a wheel stand but didn't let go of the handlebars. Sliding along on his feet behind the bike like the guys do at thrill shows, he crossed the start-finish line on his feet with the bike well out in front of him. As he tried to pull it under him, he flipped it, and it flipped him. Both came out fine. The fans went out of their minds and Bill went back to the pits with a bewildered smile.

While we are talking about fans, you might like to know that they announced that the Friday night show at Costa Mesa is the largest spectator motorcycle show in the country, outdrawing any oval track event in the land on a weekly basis.

To conclude this week in Speedway, here are the top six positions for total main event wins. There have been a total of twenty-six First Division Main Events in both Scratch and Handicap. Steve Bast is second with five, Dan Becker with three; and Mark Cherry, Steve Gresham, and Bill Cody with two each. Leading the Division Two riders, Mark Cherf has three victories.

Danny Becker powers under Sonny Nutter at Costa Mesa.

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Sonny Nutter and Bill Cody wrangle.

The rain came down at Bakersfield and the trophy girls went up on the water truck to play.

SPEEDWAY
Bakersfield, Calif.
May 16, 1973
by Dennis Greene
HANDICAP MAIN
Steve Bast
Mike Bast
Scott Sivadge
Greg Haserot
Mike Konle
Les Chanky
SCRATCH MAIN
Steve Bast
Mike Bast
Mark Cherry
Mike Konle
HANDICAP CONSOL
Dan Becker
Mark Cherry
Bill Cody
Ed Williams
Dave Galvin
Harlan Bast
SCRATCH CONSOL
Dan Becker
Steve Gresham
Ron Taylor
Ed Williams
2nd DIV
Mark Cherf
Tim Bradley
Hal Lawrey
Russ Smith
Dan Toomey
FEATURE MATCH
Les Chanky over
Steve Gresham

SPEEDWAY
Irwindale, Calif.
May 17, 1973
by Dennis Greene
SCRATCH MAIN
Steve Bast
Bill Cody
Larry Shaw
Mike Bast
HANDICAP MAIN
Steve Gresham
Mike Bast
Don Cullum
Dan Becker
Ken Cartee
Guy Waterson
SCRATCH CONSOL
Mike Konle
Ed Williams
Sonny Nutter
Don Cullum
HANDICAP CONSOL
Sonny Nutter
Steve Bast
Jim Castor
Ed Williams
Greg Haserot
John Fishburn
2nd DIV MAIN
Mark Cherf
Greg Comstock
Keith Tennis
Bill Meister
Don Stubbs
Troy McKee
FEATURE MATCH
Bill Cody (over)
Steve Bast

SPEEDWAY
Costa Mesa, Calif.
May 18, 1973
by Dennis Greene
SCRATCH MAIN
Mike Bast
Steve Bast
Bill Cody
Mike Curuso
HANDICAP MAIN
Ron Taylor
Guy Waterson
Ed Williams
Steve Bast
Jeff Sexton
Don Cullum
SCRATCH CONSOL
Dan Becker
Mike Konle
Larry Moon
Sonny Nutter
HANDICAP CONSOL
Mike Bast
Dubb Ferrell
Mark Cherry
Ralph Castor
Sonny Nutter
Steve Gresham

PREMIER 2nd DIV
MAIN
Wes Lundy
Troy McKee
Phil Moon
Jim Parisi
Don Green
Marc Walker

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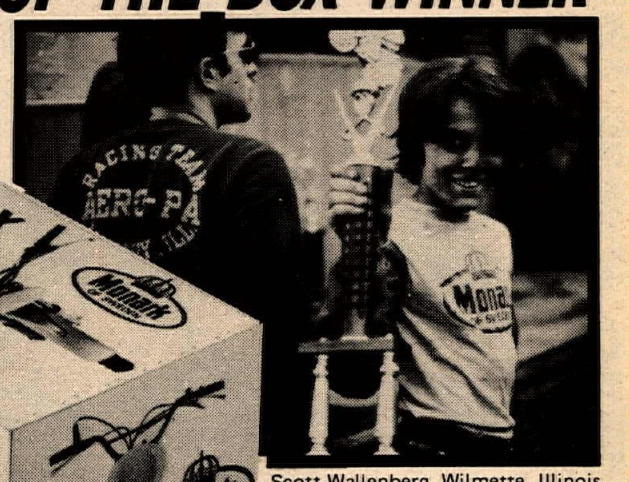

Scott Wallenberg, Wilmette, Illinois

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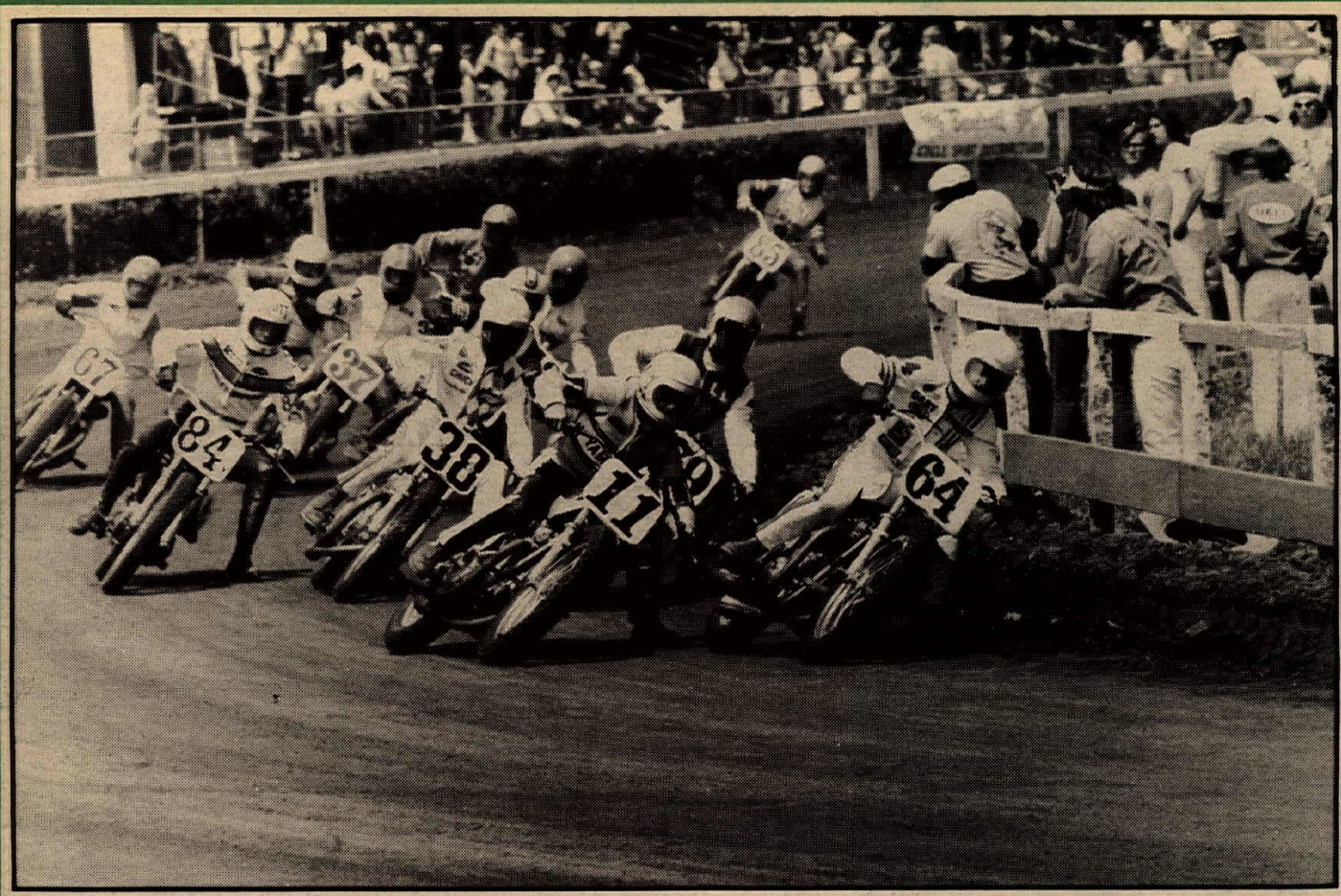
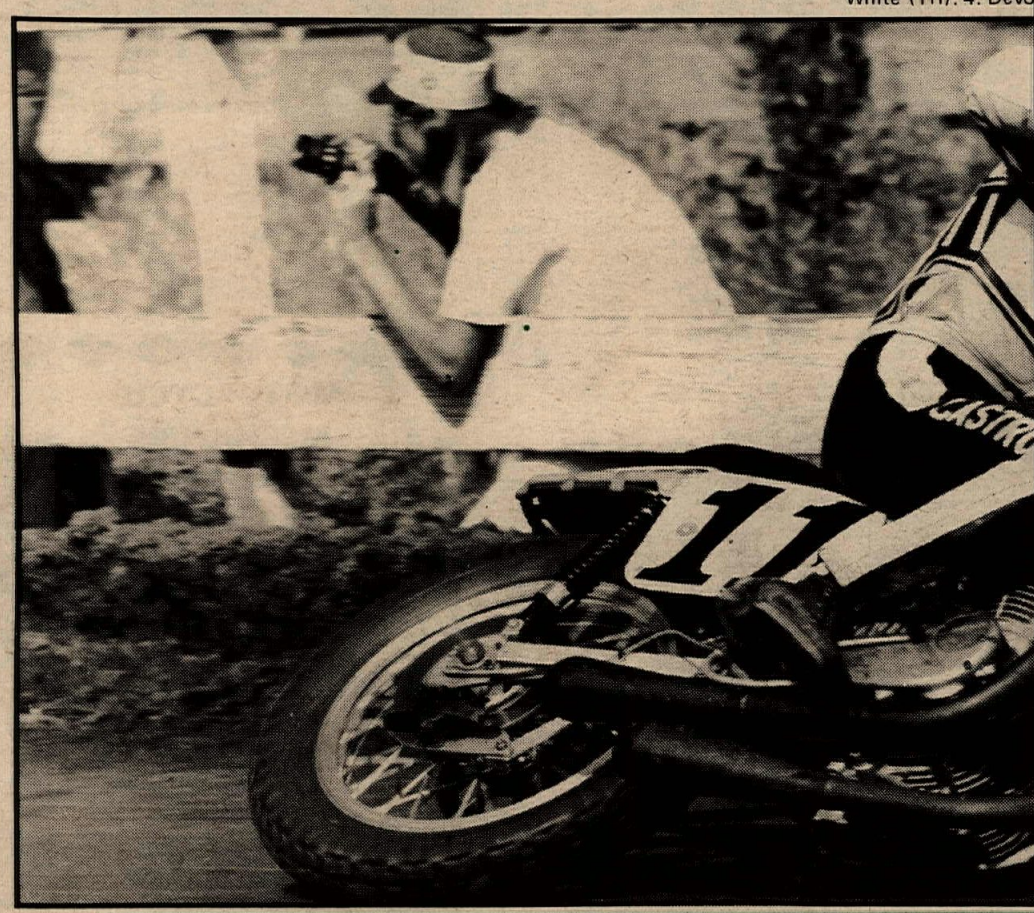
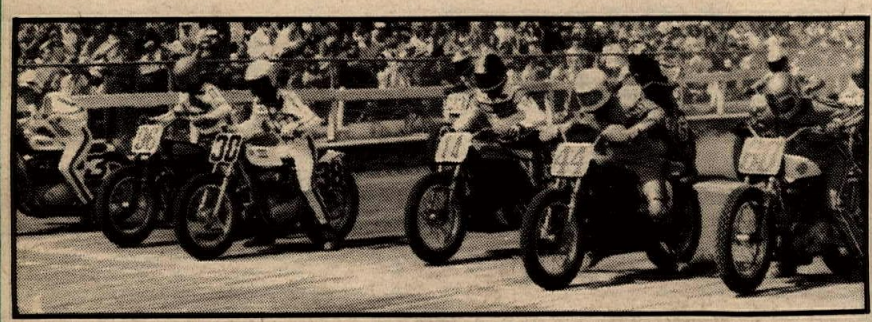


Castro and Gary Scott lead the second heat field, finished 1-2.

RESULTS:
EXPERT FINAL:
2. Gary Scott (Tri).
4. Jim Rice (H-D).
46. Mert Lawwill
(Tri).. 8. Chuck P
Kidd (Tri). 10. Gen
Mulder (Tri). 12. Ke
JR INVITATIO
Hocking (Yam). 2.
White (Tri). 4. Devo

CASTRO WINS

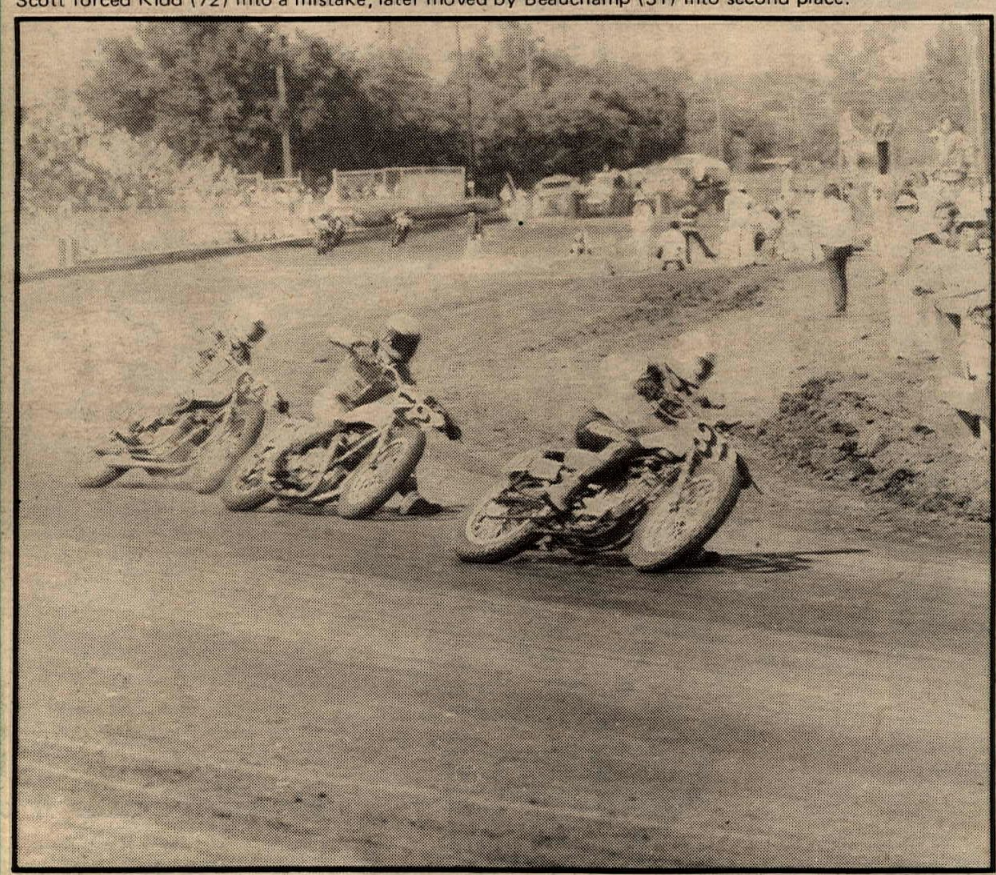




Chuck Palgren and Gene Romero transfered from the Semi.

SAN JOSE

Scott forced Kidd (72) into a mistake, later moved by Beauchamp (31) into second place.



by Howie Fowler
Photos by Buzz Baty

SAN JOSE, CAL., May 20 – Today marked the first AMA National half mile under the new Experts-only National racing program.

There are those who thought that just an Expert program would be less than exciting, but those who were there now know better.

With almost 80 riders entered the day looked from the start to be an exciting one, which is definitely how it turned out. Only 48 riders would be eligible to compete in four heats to determine who'd ride in the National.

Fastest qualifier was none other than the current point leader, Kenny Roberts. Kenny's factory Yamaha set a new one lap track record in the time of 26.08 seconds. Second fastest qualifier was the old track record holder and rookie Expert Scott Brelsford. The old record stood at 26.58, with five riders besting the mark by two one-hundredths of a second.

Third man to qualify was Cal Rayborn followed by Gene Romero, Don Castro, Dave Sehl, who won everything in sight at the Race of Champions last October, then Randy Scott, Jim Rice, and Gary Scott.

The first heat turned out to be a runaway for Roberts followed by Jim Rice, Gene Romero, Eddie Mulder, DeWayne Keeter, Sonny Burres, Randy Skiver, Tom Horton, Tom Rockwood, Phil Darcy and Bob Scally. Doug Sehl failed to finish after an easy slide out in the number one turn.

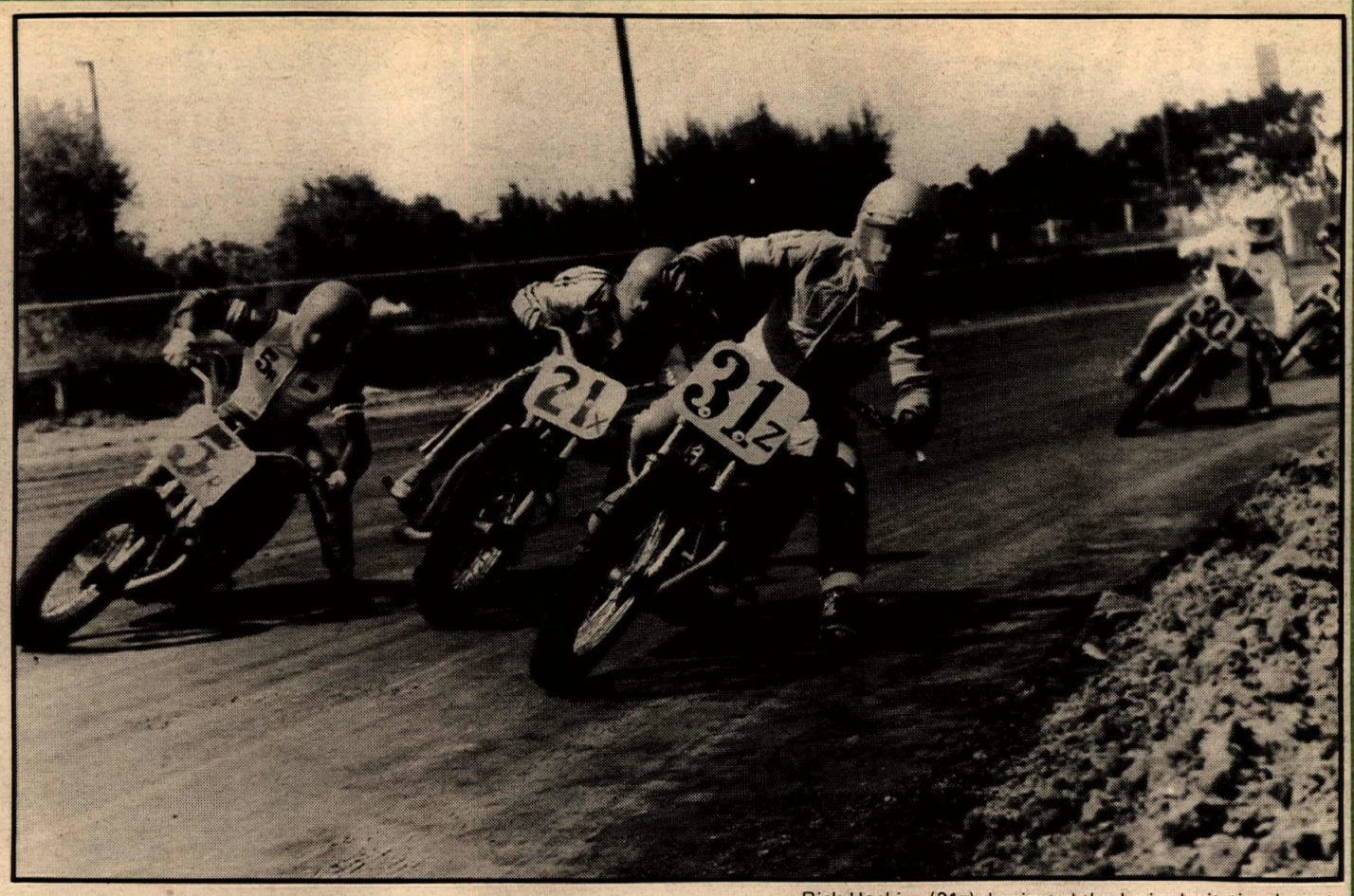
The second heat produced both excitement and tragedy. The race proved to be the fastest of the four heats won by another factory Yamaha piloted by Don Castro. The second man across the finish line was second year Expert Gary Scott. Third was captured by the factory Harley of rookie Scott Brelsford, followed by Chuck Palmgren.

Fifth and sixth places were hot contested right to the finish, which turned to tragedy just beyond the line. Lloyd Houchins crossed the line first with Pat McCaul right at his handlebars with both riders going down about 20 feet beyond the finish line. McCaul was able to get up but Houchins was killed by the force of the crash.

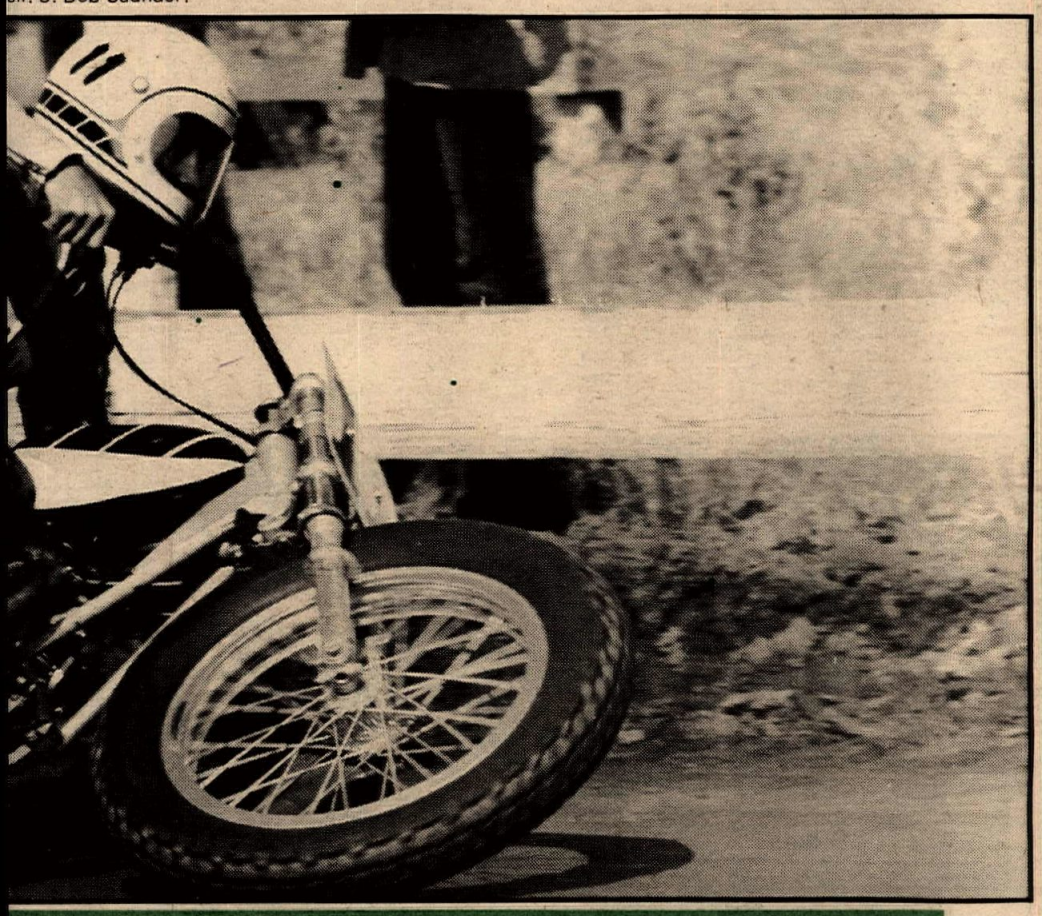
The third heat went to factory Harley team member Rex Beauchamp, followed by 19-year-old Texas short track ace Mike Kidd. Rayborn picked off fourth, then Terry Dorsch, Dave Hansen Paul Bostrom and Mark Williams followed.

The fourth and final heat wound up the slowest of the four with Mert Lawwill winning. Second place went to Randy Scott, third to rookie Larry Gino, fourth to Frank Gillespie, fifth to Chuck Joyner, with another rookie Brian LaPlante riding sixth, and Eddie Wirth and late entry and last man to qualify, Tom Phillips, rounding out the field.

on Castro (Yam). k Beauchamp (H-D). tt Brelsford (H-D). . 7. Randy Scott n (Yam). 9. Mike ero (Tri). 11. Eddie oberts (Yam).
FINAL: 1. Rick Gennai (Tri). 3. Dan ell. 5. Bob Saunder.



Rick Hocking (31z) dominated the Junior Invitational event.



RACE MARRED

Lloyd Houchins (79) and Pat McCaul (48) collided just after the flag.
Dan Mahony Photo.

HOUCHINS KILLED

After the Expert heats it was time or the Juniors, 12 of which were here or a special "Invitational" based on oints earned at the weekly Ascot races, lus the points earned at a half mile at an Jose earlier. Time trials were held to etermine positions for the Invitational. he stage was set for last year's top west oast Novices, John Gennai and Rick ocking, pitted against each other for e special duel. Hocking came out the ctor and happily planted a lip lock on e lovely blond Trophy Queen. Third ent to Dan White, Tom White's twin rother, and fourth and fifth spectively were Devon Sowell and Bob aunder.

For the Experts who failed to make e National there was the Trophy Final, ith Dave Sehl coming out on top llowed by Pat Marinacci, Frank illespie, Terry Dorsch, Sonny Burres, huck Joyner, Dave Hansen, DeWayne eeter, Cal Rayborn, Tom Rockwood, ddie Wirth, and rookie Larry Gino.

The National stage was set with re-race favorites such as Kenny oberts, Jim Rice, Gary Scott, and hot nning Mike Kidd pushing out to the arting grid.

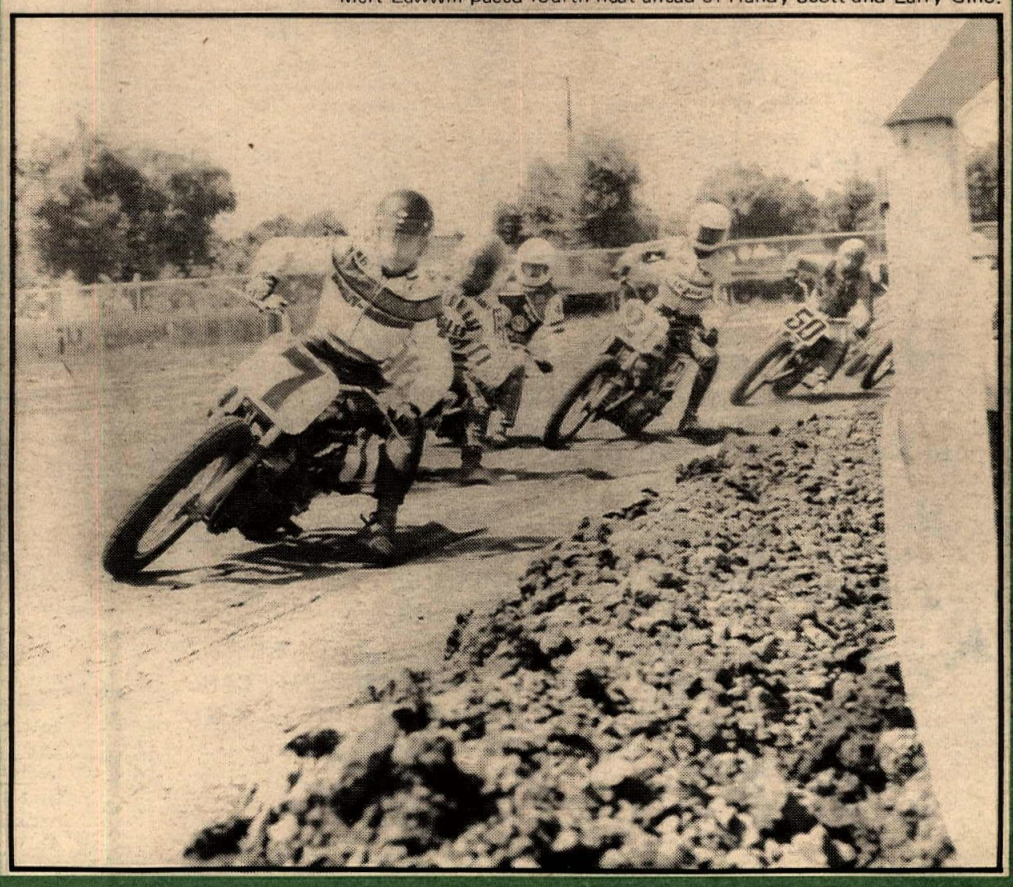
The start was superb with Kenny oberts seemingly off to a strong, but ot commanding lead and Don Castro ght with him. It looked like Yamaha as the one to beat all day when fate tervened and Roberts pulled off the ack. Mechanical trouble would take its toll as it seems to in any Professional race. Don Castro pulled in to the lead and then it seemed to be his day. Don rode hard and pushed his Yamaha to the limit, never really running away from the field but certainly to a comfortable distance from the hard charging pursuers. Moving into third was Rex Beauchamp followed by Jim Rice, Mike Kidd, Randy Scott and Gary Scott.

On lap five Gary Scott really started to race, passing Randy Scott to move into fifth and starting to gain on Rice's Harley. Within two laps Gary passed Rice and was really putting the pressure on the youngster from Texas. The pressure got to the Texas rider as he slid out between the third and fourth turn. Up front Castro was starting to open up some real estate between himself and Beauchamp, but young Scott was closing on Beauchamp and on lap seventeen Scott made his move and when Beauchamp opened the door Scott scooted into second.

With only three laps to go Scott kept on moving, but the distance and momentum Castro had on his side were too much for Scott to overcome and factory Yamaha kept up their winning ways. Castro worked hard and the ever elusive first National win was his.

Rounding out the finishers were, in order, Rex Beauchamp, Jim Rice, Scott Brelsford, Mert Lawwill, Randy Scott, Chuck Palmgren, a crashing Mike Kidd, Gene Romero, Eddie Mulder and Kenny Roberts.

Mert Lawwill paced fourth heat ahead of Randy Scott and Larry Gino.



Rapp, Brown Take Portland Qualifier

by Jan Newman

PORTLAND, ORE., May 13, 1973 — Oregon provided a brief heat wave to welcome riders from at least five states as they attempted to pile up points for the TransAMA series. It was a big weekend for Delta Park as Saturday was the kick off of a Rainier Amateur Championship Series. Two elimination rounds were run on Saturday with the top twenty advancing to a final moto on Sunday. The sun was unrelenting both days and the temperature was in the 90 degree neighborhood. A nickel for every pound of flesh resembling a lobster would have made anybody rich by the end of the racing Sunday.

Amateurs

Racing got underway at 10 AM with the Mini-bike and Jerry Pillar (Yam) running just where he had Saturday — out front. Tim Moss ate up Dave Egli's Saturday lead for the 100's. Both rode Yamahas.

For Sunday's racing all classes ran Junior and Senior together but were scored separately. Rick Burgett (Yam) took the lead in the 125's and rode it out all the way for first Senior. Pat Emmons did the honors for the Junior class.

Ernie Robison rode his Honda to first 250 Junior position behind Bob Reed who was in the lead all the way for the 250 Senior. The Open class showed the spectators some hair raising spills but no one was hurt. When their dust had settled, Mark Ruple (Mai) took the Junior award and Bert Noble (Yam) gathered the gold for the Senior.

Professionals

When the flag dropped on the 250's, Doug Grant jumped out on his Bultaco followed by Kerry Fowler (Bul), Phillip McDonald (Hus), Tom Rapp (Bul), Rich Eirstedt (Mai) and Ed Bartlett (Yam). Grant held the lead through the entire race, but there was a lot of changing of positions in the 33 riders behind him.

The biggest cheers arose for Bob Rush (Ric) as he worked his way up to third to the delight of his local fans. Then he went down, and a balky bike set him way back. A big pile-up in the first lap left some of the expected front runners with a lot of time to make up.

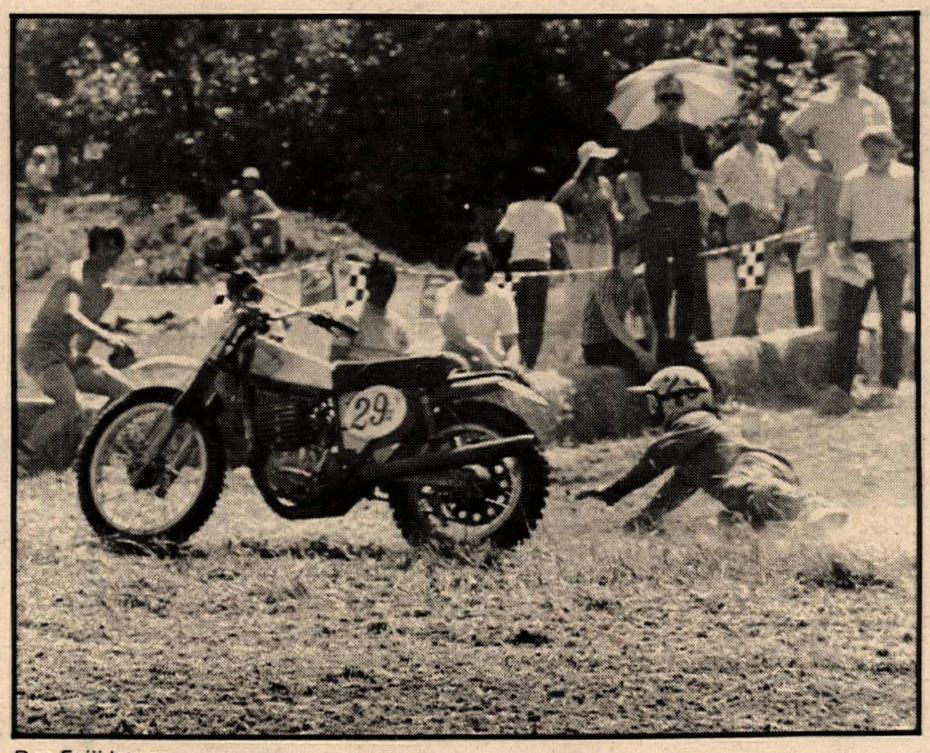
Welcome to the first turn.

Some never did, including Rick Burgett (CZ), who was on the bottom of the pile. Tom Rapp (Bul) worked his way up to second midway through the moto and set his sights on Grant. He nipped at his heels all the way but was unable to get by. Fowler held third. Bill Grossi (Mon) came up from tenth to finish fourth. Ron Pomeroy (Jim's little brother) finished fifth on a Bultaco.

The second moto saw Burgett lead off the line. Then came Gaylon Mosier (Mai), Grant, Rapp, Fowler and Jim Turner (Mon). On the third lap Grant moved into the lead only to lose it on the same lap when he killed the engine in a corner. He was in sixth as he got going and moved to fourth on the next lap. Burgett was now in the lead again followed by Rapp and Mosier. Rush had moved up to fifth just ahead of Pomeroy. Rapp took over first place, and, as Burgett shifted into chasing gear, the two pulled away for a sizeable lead. Grant wouldn't settle for that as he moved into third and poured it on. Burgett held on but was having shifting problems as the race wore on. Grant moved by for second on the last lap and Burgett dropped to fourth as Pomeroy also went by for third.

The third moto saw Bob Rush take the lead. Then came Mosier, Grant, Ron Self (Mai), Rapp, Turner, Fowler and Pomeroy. Rapp and Grant exchanged positions a couple of times then Mosier went down and Rapp moved into second. The remainder of the race was a battle between Rush and Rapp. As the white flag came out Rapp slid ahead for the win. Rush was second followed by Grant and Fowler.

Bob Brown (Mai) took command of the Open class from the instant the first flag was dropped. Rick Burgett (CZ) rounded out a full schedule by entering the Open class, too, and was second off the line. Then came Bill Cook (Mai), Craig Farnsworth (Mai), Mike Kinnear (Hus), Tracy Lantz (Mai), Ed Kuykendall (Mai) and Gordon Ochs (Bul). Throughout the race Brown, Burgett and Cook held their positions. Farnsworth dropped back, and Kinnear moved in for fourth where he finished. Ochs took fifth. Ron Fujii (Mai) provided a graphic example of what the announcer had been talking about all day when he repeatedly asked spectators to stay back from the edge of the track. As Fujii came around into the straight in front of the tower he started to lose it. By the time I grabbed for the camera Fujii was off running and the riderless bike was headed straight as an arrow into the hay bales and their occupants. Fortunately they scattered in time.



Ron Fujii lets go.

Moto two also belonged to Brown. Mike Kinnear came along for a second with Ochs third and Scott Griffin (Mai) fourth. By this race, the heat and the schedule had taken its toll on Burgett. He had raced two Amateur classes Saturday and qualified for the Sunday final in both, though he chose to ride only one. People around here had begun to think he had no wearing out point, but he sat this one out.

By the final moto, Kinnear was just getting up his steam. He led off the line with Burgett, Brown, and Cook on his heels. Just before the final turn on the first lap, Kinnear slid out. He dropped back to about tenth before he got going. As he sped around the course trying to get back in the running he charged into a corner and clipped the wheel of the bike in front of him. His bike flipped back and rolled on him. He had the dubious honor of being the only rider in the two days of racing to require the services of the ambulance crew on the track. He ended up with a very red nose.

While all the excitement was going on Brown had moved into the lead again. Cook was running second and Burgett third. Burgett began dropping back and finally pulled off. Griffin moved up to third followed by Ochs and Charles Czerninski (Mai) as they finished.

RESULTS:

250 CLASS: 1. Tom Rapp (Bul). 2. Doug Grant (Bul). 3. Kerry Fowler (Bul). 4. Ron Pomeroy (Bul). 5. Russell Powell (Hus). 6. Bob Rush (Ric). 7. Phillip McDonald (Hus). 8. Donald Fuller (Bul). 9. Rick Poulin (Hon). 10. James Turner (Mon).

OPEN CLASS: 1. Bob Brown (Mai). 2. Bill Cook (Mai). 3. Gordon Ochs (Bul). 4. Scott Griffin (Mai). 5. Mike Kinnear (Hus). 6. Bill Snowy (Yam). 7. John Schwendener (Mai). 8. Ray Crawford (Mai). 9. Charles Czerninski (Mai). 10. Ed Kuykendall (Mai).

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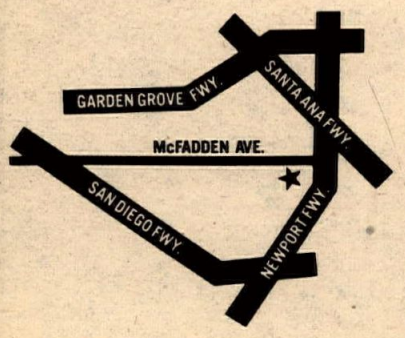

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Vallejo Short Track

by James Brammer

VALLEJO, CAL., May 12, 1973 — A young man who claims to be a "has-been" motorcycle racer, Bob Goodman (Bul) pulled a surprise victory at Vallejo Saturday night. He had blasted off the starting line first and gained such a lead in the following laps over the favored younger riders that he was able to spend the last three laps sitting up mostly with feet on the pegs. Off the line in second was Duane Yarrow (Yam) followed by Kent Johnson (Hon). Yarrow ran off the track during the race, leaving Johnson in second and John Guglielmetti moving up to third by passing John Prince.

A spark plug failure on the starting line for Dennis Robinson created panic and loud protests of waving hands and riders pointing to their watches as he changed the plug. The bike didn't start on a push and under pressure of protest, the race was started without Robinson. He had won the two previous race meetings at Vallejo and all his qualifying heats in the series.

Winner of the 125 Novice final, Marlin Stewart passed Eddie Lopus, Jr., going into a corner on lap three of the 10-lap event and later Rusty Maggio for the winning lead.

A very tight battle for the 125 Junior-Expert final halted on the last lap when leader Frank Crane's engine seized taking Bob Stuscavage and Joe Carando down with him. Randy Hancock and Johnny Deatherage continued the lap getting the checkered flag.

Larry Morrison led a close one in the 200 Novice class to near the finish line where Ron Stedman, who had been running third, passed between the two riders with Morrison suddenly in third.

Wade Boyd tried to pass Ed Souza, 200 Junior winner, on lap eight on the inside without success and then also failed on lap ten in an attempt for an outside pass.

There's a break now in the short track schedule at Vallejo as the scrambles riders take over for a series of Saturday night races. Four are scheduled.

Bob Goodman on his way to the win in the Expert final at Vallejo.

Matt Caswell (36) leads James Whitaker (5R), Howard Jones (65), and Richard Thompson (5X) among others, through the first turn at Deschutes during the 125 Junior Division 2 race.

Rainier Spring MX Series Qualifier at Deschutes Cycle Park

by Jan Newman

BEND, ORE., May 6, 1973 — This was the first of three qualifying races for the Rainier Spring Motocross Series. The top 20 Experts from these races will be eligible to ride the Main event to be run on June 24. All of the Amateur classes also ran.

The first race of the Open Experts saw Mike Kinnear off the line first on a Husky with Keith Nerseth right behind him on a Maico. As the race wore on these two pulled away to fight their own battle. Kinnear held the lead for 12 of the 15 laps before Nerseth slipped by in traffic.

Moto two was Nerseth's turn to take the lead. Meanwhile Tracy Lantz poured it on to work up to second and set his sights for Nerseth. Somewhere along the line Nerseth developed a flat tire and had to ease off enough that both Lantz and Kinnear finished ahead of him.

As the last moto got underway Nerseth and Lantz were tied for the lead with the CMC type scoring. Kinnear trailed them by 25 points but was just waiting his turn. He led off the line again and held the lead this time all the way to the checkered flag.

CMC North At Sunnyvale

by Steve Castillo
Photos by Patrick Neil

SUNNYVALE, CAL., May 6, 1973 — Although most of CMC North's top Seniors were away at the big Yuba Sutter Pro race, many of the up and coming fast guys stayed at Sunnyvale to do battle.

There was no Open Senior class and because of the small entry in the other classes the 125, 250, and Open Intermediates and Seniors were combined into one class, so the racing was indeed interesting.

The first moto saw Cal-Cross' own Bob Williams get the lead and leave everyone behind. Len Macchiarella rode his super-fast Husky to first 250 Senior with Bill Scarlett (Puc) coming in second. Jeff Mullins took the big Kawasaki to first Open Intermediate.

Second round action saw Jeff Mullins take the lead into the tight first turn with Len Macchiarella coming up fast in second. Bill Scarlett was trying to hold back a determined Chris Willems (Hon) in fourth. Macchiarella took the 250 Senior win "no sweat". Bill Scarlett rode a good race to take second place money.

Mike Hughes (Hus) had a good race in the second moto with Jerry Castillo (CZ). Hughes came out the winner with Castillo second.

Mike Amaral (Yam) took first overall in the 125 Intermediate class. Steve Simmons, DKW rider for Trophy Cycles, battled with Amaral but got off heavily in the second moto.

Jeff Mullins wheelies his Bike World Kawasaki 450 to the Intermediate victory.

Cory Narog, Honda rider, cleaned house in the 100 Junior class today. Cory gets harder to beat every week. Mitch Leng, also on a little thumper, took second.

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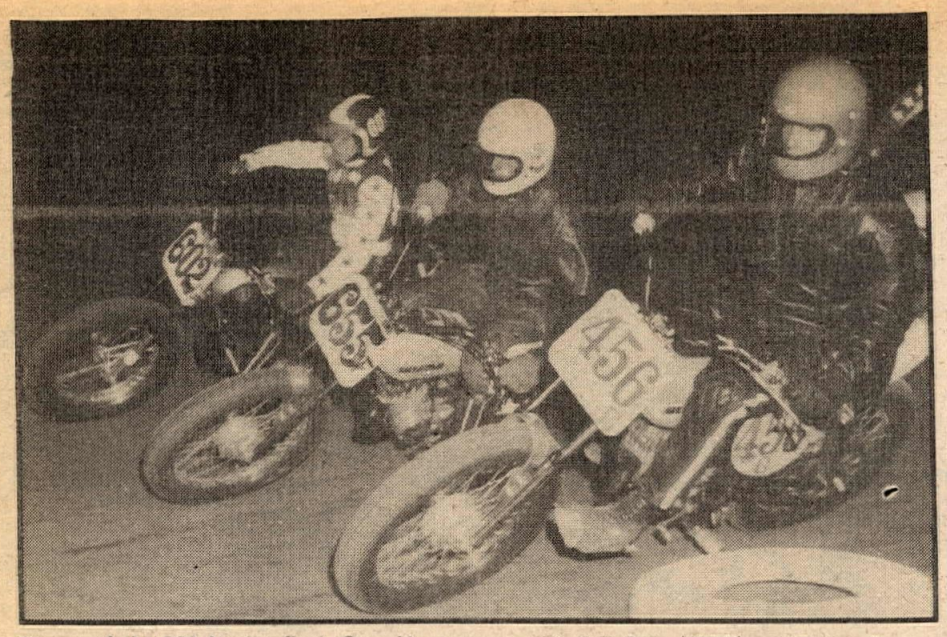


Winner of the 360 Novice final, Gary Montgomery with Jeff Cella (655F) and Robert Boyar (602G) at Petaluma.

Petaluma Short Track

by James Brammer

PETALUMA, CAL., May 11, 1973 – John Guglielmetti crossed the finish line first tonight in the Amateur short track races at Petaluma, but not unchallenged by a spirited ride from a competitive foursome. In that 360 Expert Main, Randy Gibbs led briefly, but in a high groove where the foursome led by Kelly McIsaac came through on the inside line. McIsaac led from the second lap to midway in the 15 lap Main where Guglielmetti took over the lead. Then Ted Kennedy moved in to continue a contest with McIsaac that had started in their qualifying heat won by McIsaac. With Kennedy trying to pass on the outside, Terry Otton edged in, separating the two and getting in third. Then to the finish Otton and Kennedy were in a dice for third with Otton finishing in the spot.

While winner, Mark Lamke, held control from an early lead in the 360 Junior final, Luke Holbrook and Guy Travis dueled for second spot. Holbrook secured the spot from Travis and was running away when a bent gear shift lever took him out of the race. Lee Dolcini and Ron Sarver ran close with Travis holding attention for the remainder of the race.

The 200 Junior final was close with Mike Johnson moving into third on the third lap and then around Wade Boyd midway through the 10-lap event for second spot to winner Ed Souza.

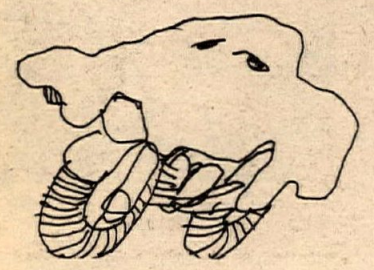
Gary Montgomery took the lead from Brad Kotsaris on the third lap in the 360 Novice final while Ralph Cox, on a new Kawasaki, was coming from behind to a third place finish. Kotsaries had won over Montgomery in a qualifying heat.

Neil McIsaac became leader in the 125 Novice final when an early leader fell. Mike Miller and Dennis Stolp chased closely to the finish.

Cheryl Vestal came from behind passing all men in her 100 Novice qualifying heat, but struck disappointment on the starting line in the Main where she failed to have her bike in gear. When she did start, she passed several riders before the finish. Rusty Davis led that event all the way.

RESULTS:

100 NOVICE: 1. Rusty Davis (Yam). 2. Kim Wilson (Hod).
125 NOVICE: 1. Neil McIsaac (Oss). 2. Dennis Stolp (Yam). 3. Mike Miller (DKW).
200 NOVICE: 1. Kevin Morrison (Bul). 2. Tyrell Thornhill (Bul). 3. Mike Bremel (Bul).
200 JUNIOR: 1. Ed Souza (Bul). 2. Mike Johnson (Hon). 3. Wade Boyd (Suz).
360 NOVICE: 1. Gary Montgomery (Bul). 2. Brad Kotsaris (Yam). 3. Ralph Cox (Kaw).
360 JUNIOR: 1. Mark Lamke (Hon). 2. Guy Travis (Yam). 3. Lee Dolcini (Yam).
360 EXPERT: 1. John Guglielmetti (Yam). 2. Kelly McIsaac (Yam). 3. Terry Otton (Bul). 4. Ted Kennedy (Suz).



MX BLOB

Illustration by Steve Schiff

John Guglielmetti was 360 Expert winner.

Sidewinders

by Pennie Doutt

CLACKAMAS, ORE., May 11, 1973 – Sidewinders Race Track began tonight with a Junior breaking record for time, then about 10 minutes later it was broken again, this time by an Expert. Charlie Brown, the Junior set a 14.90 time, breaking the previous record of 14.94. About 10 minutes later, Randy Scott set a time of 14.89. Scott and Brown were the only riders to break into the 14's tonight.

Scott finished second in his heat race behind Chuck Joyner. Pat Marinacci won the second heat and Ike Reed was second. The third Expert heat race saw Jim Jones win and Randy Skiver take second. The Expert Semi was won by Eddie Herrmann, with Dusty Coppage second and Steve Baker third.

Chuck Joyner took the lead in the Expert Main and maintained this position all the way with Marinacci hot in pursuit in second and Randy Scott in third. Scott took over second dropping Marinacci to third and started to drive on Joyner for first. Even though Scott set a faster time than Joyner, there was no catching him as he flew across the finish line in first with Scott second, Marinacci third, Herrmann fourth and Reed fifth.

Herrmann dominated the Expert Trophy Dash as Scott went down and didn't finish. Joyner finished second and Jones third.

Ricky Graves grabbed the lead in the Junior Main, but it was no easy ride as Mundt, Lein and Dodge were right behind him vying for top positions. Graves began pulling away with Mundt not too far behind. Graves was able to maintain his lead over Mundt to take the checkered flag in first. Mundt was second, Lein third, Dodge fourth and Cooper fifth.

Bill Oliver, 89Q, dominated the Novice class tonight winning his heat race, the Trophy Dash and going on to win the Novice Main. Randy Scism was second.

Oregon Dirt Bowl

COOS BAY, ORE., May 6, 1973 – The speedway at Ken-Kel Park had its opening race of the season on a newly graded quarter-mile banked dirt oval, which is destined to be paved for auto racing in the near future. The high banking provided a unique experience for area flat-trackers and some very quick lap times. Fast time of the day was 18.2 seconds, turned by Curt Dorn on a 250cc Bultaco which netted him an award of $25. Fast time for the Lightweight Division (under 200cc) went to Mike Romig on a 125cc Yamaha. Comments in the pits were that fairings and clip-ons would be the hot setup.

Besides the cash for fast time of the day, the Ken-Kel program offers a $75 bonus for setting a new track record, and a guaranteed purse of $200 in the 250cc A Main and Open A Main. All other classes and mains pay trophies.

"Cold" cash brought out some of the fastest "hotshoes" in the area. There was Novice Pro Bill Oliver, who has had some big wins this season at the Ascot track in Los Angeles and the Spring Opener in Boise. Another Corvallis racer, Curt Dorn, turned in Fast Time of the Day, and won the 250cc "A" Main. Del Spinney of Philomath pulled off a "double" with wins in the 125cc "A" Main and 200cc "A" Main.

A crowd of about 1,000 braved the threatening weather to view the action which included a number of high-speed getoffs. The next race is scheduled for Memorial Day, May 28th.

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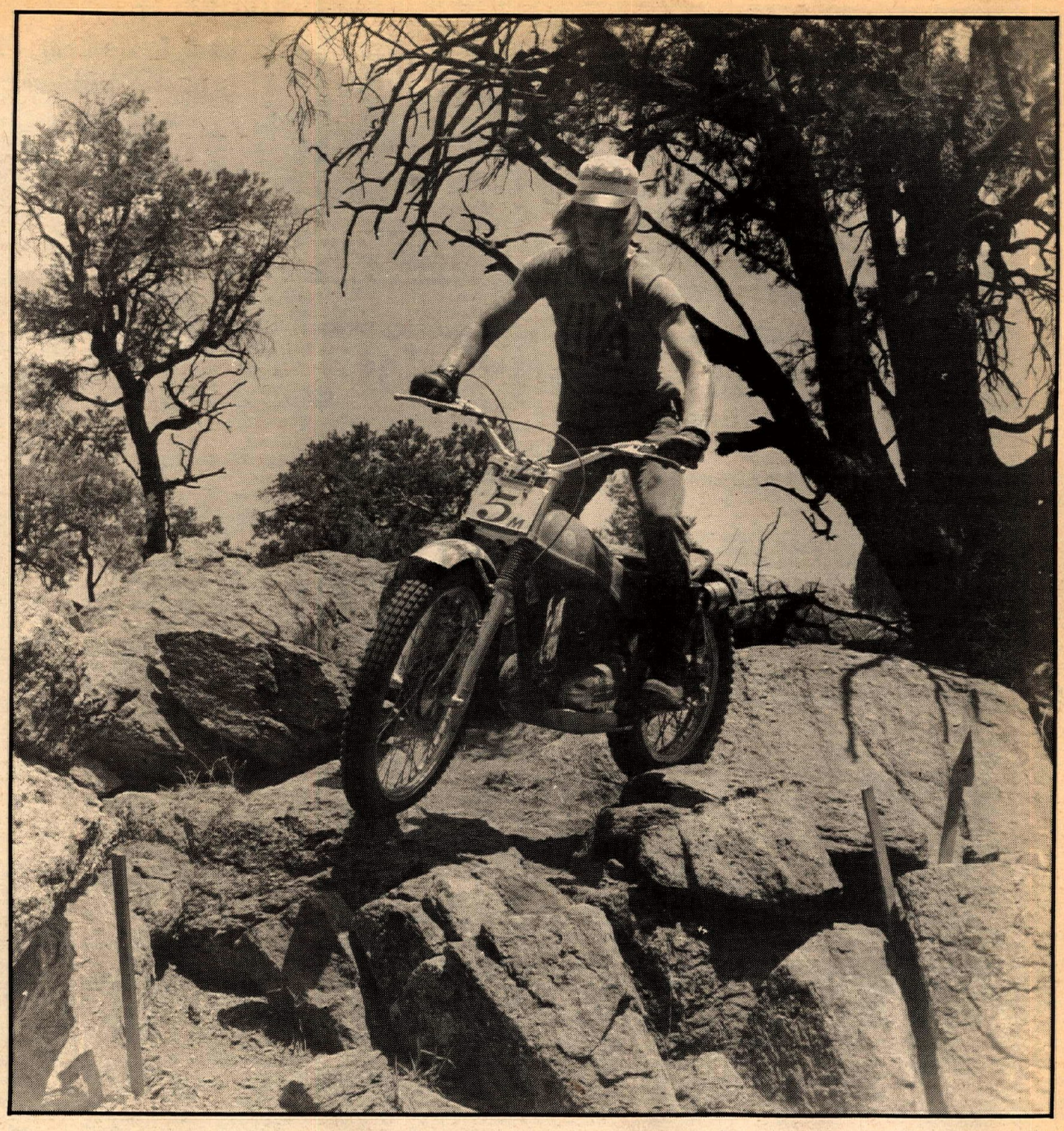

Amazing.

by Christopher Ostlind

BIG BEAR, CAL., May 20 – Putting together two incredible days of observed trials riding, Marland Whaley easily outdistanced his closest competitors to win the Seventh Annual Southern California Trials Associations Big Bear Trial.

Where I personally got to watch Whaley do his number, I was amazed at the total control that he has over his machine and weight placement. Even in the difficult rock sections where fractions of an inch make the difference between a good ride and a total disaster, Marland was putting it together with just the right amounts of throttle control to get him through. Marland's first day score of 16 along with Bernie Schreiber's 18 and George Smith's 23 made things very interesting, but as soon as the second day got going it was clear that the trial was going to be no contest as Whaley just refused to make any kind of mistake while on his way to a second day score of 8 for a combined total of 24.

The real battle was for second place as no fewer than four riders had a legitimate shot at the runner-up spot. In addition to Schreiber and Smith who turned it good first day scores Richard Delaney was totalling 24 and Rick Bledsoe turned in a 26.

The second day saw Smith riding to a real good score of 20 along with Delaney who also turned a total of 20 marks. Bledsoe popped up with 21, and Schreiber wheeled in with a 22.

Thus the final results for the two days had Whaley first with 24 points, Bernie Schreiber 40 for his second second place finish in a row as a new Master, George Smith 43, third; Rich Delaney 44, fourth and Richard Bledsoe 47 for fifth.

Expert rider Elmer Norman also put together two real fine days of riding to win his division with scores of 29 and 23 for a two day total of 52. Second place Expert was Mike Griffitts with a total of 64.

Steve Graham did a real come from behind act in the fiercely contested Amateur class. On the first day Dick Gleason appeared to have the class sewed up as he totaled a 23 to easily outdistance Marv Russell who had a 31 and Graham who was ten points off the pace with 33. But on the second day Steve apparently made up his mind to get going and absolutely ripped the sections up on his way to a score of 11. Gleason, in the mean time, was turning in a consistent score of 23 to match his first day total. But it wasn't good enough as the final totals show Graham the winner by a mere two points, 44 to 46.

The Novice class title went to Jeff Richards with a total of 23 followed by Theron Fowler with 40.

One of the neatest things of the trial was that John Taylor head of Yankee Motors donated a mini bike to the SCTA to be given away to one of the section checkers.

RESULTS:

MASTERS: 1. Whaley (24); 2. Schreiber (40); 3. Smith (43); 4. Delaney (44); 5. Bledsoe (47).

EX: 1. Norman (52); 2. Griffitts (64); 3. Plouffe (78); 4. Perry (81); 5. VanGaasbeek (83).

AM: 1. Graham (44); 2. Gleason (46); 3. Russell (55); 4. Anderson (58); 5. Hansen (68).

NOV: 1. Richards (23); 2. Fowler (40); 3. Dowell (44); 4. Vawter (45); 5. Bradbury (46).

KIDS "A": 1. Richards (23); 2. Cooper (62); 3. Gleason (83); 4. Bernard (137).

KIDS "B": 1. Lyle (65); 2. Lumsden (67); 3. Burman (84); 4. Goodson (86).

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PART II:
The Road To Washington D.C. is littered with dead armadillos.

by John D. Ulrich

(This is the second of a three part series about the author's trip to Washington, D.C. and back to Los Angeles.)

From Fort Worth east the scenery of Texas is progressively greener, with rolling hills and broadleaf forests building towards the border. It doesn't fit a Californian's preconceptions of the Lone Star state. The scenery is a welcome relief from Dallas, a barbaric sight with some of the highest, hairiest freeway interchanges and transition roads in existence. Dallas actually had rain grooves and Bott's dots! Change lanes a few times for the hell of it in traffic, and for a couple of fleeting wobbles it can be almost like back home on one of Los Angeles' alimentary canals during their daily rush hour constipation. Ah, sweet nostalgia!

Closing in on Louisiana, green Texas never has as many oil derricks in sight along Interstate 20 as are visible at Cycle News West's Signal Hill home. However, oil figures heavily in East Texas, judging by the miraid signs shaped like oil wells, rest area canopies shaped like oil derricks, street lights shaped like oil derricks, truck stops shaped like oil derricks, etc. to the point of nausea.

Louisiana was a green woodland, as might well be expected in consideration of the fact that the state gets more rain in a month than Southern Cal gets in a normal year. When I stuffed a jumbo bag of food down my jacket front for the trip back to the motel, the Shreveport chick in the McDonald's told me I looked funny with the big food stuffed chest. I told her she talked funny, and the whole place got real quiet as the natives turned to stare. I split.

Giant Armor Plated Armadillo Birds

Instead of dead jackrabbits, Louisiana features dead armadillos on the side of the road, with a few skunks thrown in for variety. It was here that what must have been the world's only giant armor plated armadillo bird jumped up from the side of the road and totaled the ten dollar windshield we had tacked on the Honda in heed of weather reports before we left home. At 80 MPH in the rain, sparrows look like vultures when they kamikaze dive to check out your bike.

The second day of rain brought a hydro sandwich between my tear off and base shield, as well as the discovery that Lewis Leather. waterproof gloves are not waterproof for long. The lining swelled up and tore when I tried to remove my hands, so I switched to some expedition mittens. They weren't waterproof either, just a little warmer.

Southern on-ramps are not friendly. They are so slick you find yourself missing rain grooves. The Honda rear tires would really slide around on the ramps, as well as locking up too easily and slipping upon acceleration over slick tar patches. I'm not talking about deliberate burnouts, but easy acceleration between say 60 and 65 MPH. The Suzuki, with a fatter rear tire, was better as far as rear end stability in rain goes.

Rain does give one interesting diversions, though. Every once in a while when I got tired of watching the endless road, I could look over and watch Kevin's plastic rainsuit progressively destroy itself. First the legs tattered, then the back split up the middle, then long strands of plastic were braided and unbraided by the wind. Soon his suit looked like the leather sleeves some desert fans wear, the unwinding of the mummy almost complete.

Interstate 20 should be called "the wildflower route" during April. A blazing red carpet flanks the concrete and asphalt ribbon for hundreds of miles, with overlooking slopes contributing blazes of yellow and white to the tapestry.

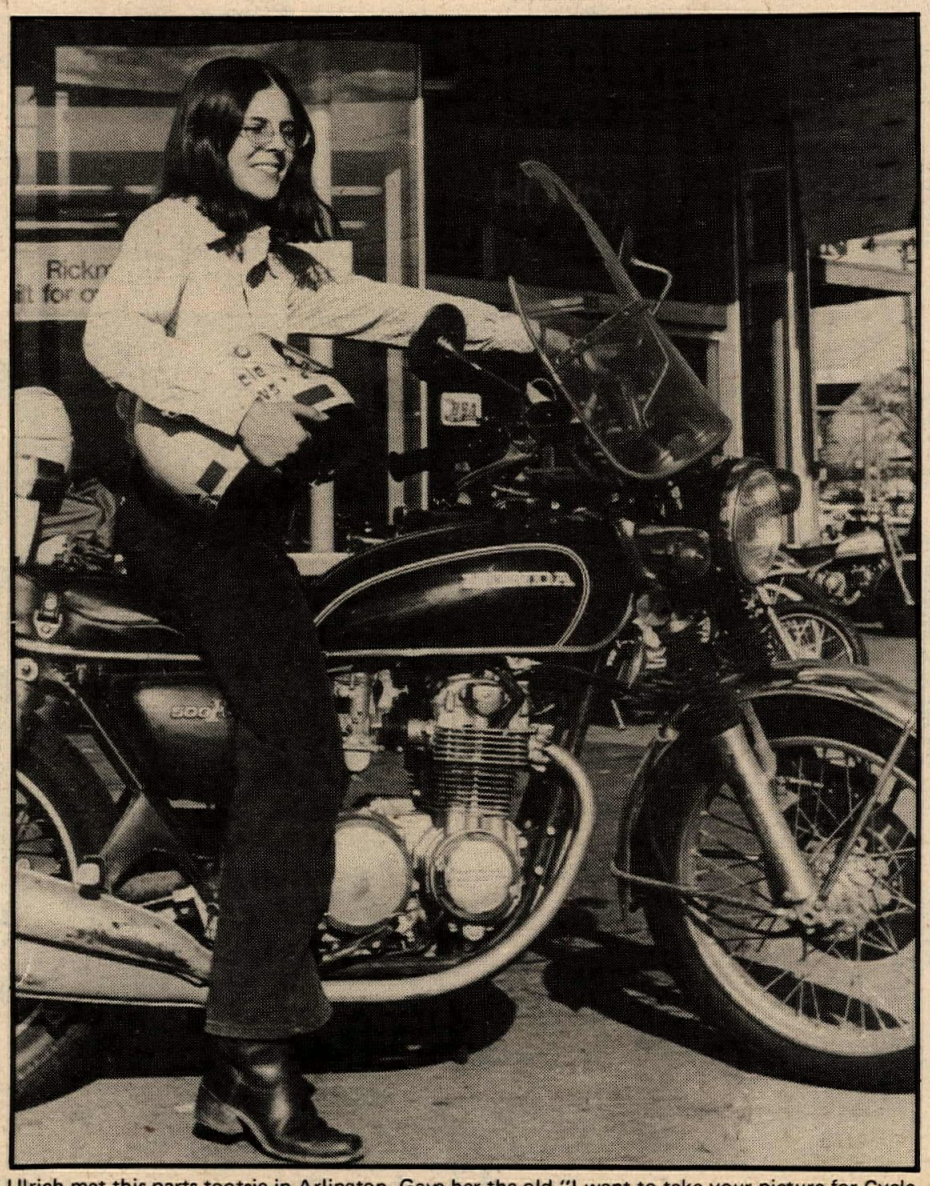
"Easy Rider" Was BS

By the time it was 9 AM in Cal on Monday, we were in Meridian, Mississippi. A call to Suzuki in Santa Fe Springs located the nearest shop, which was alerted to help us out while we rode over to it. The newly opened business gave us first class treatment, with a competent mechanic replacing the busted footpeg and tracing down an intermittent short the bike had developed only an hour earlier, leaving us with no headlight beam, although the bike still ran. Suzuki of Meridian typified the treatment we received in the South. "Easy Rider" was BS.

Rolling into Alabama we saw that feudalism is alive and well in the form of sharecropping in the South.

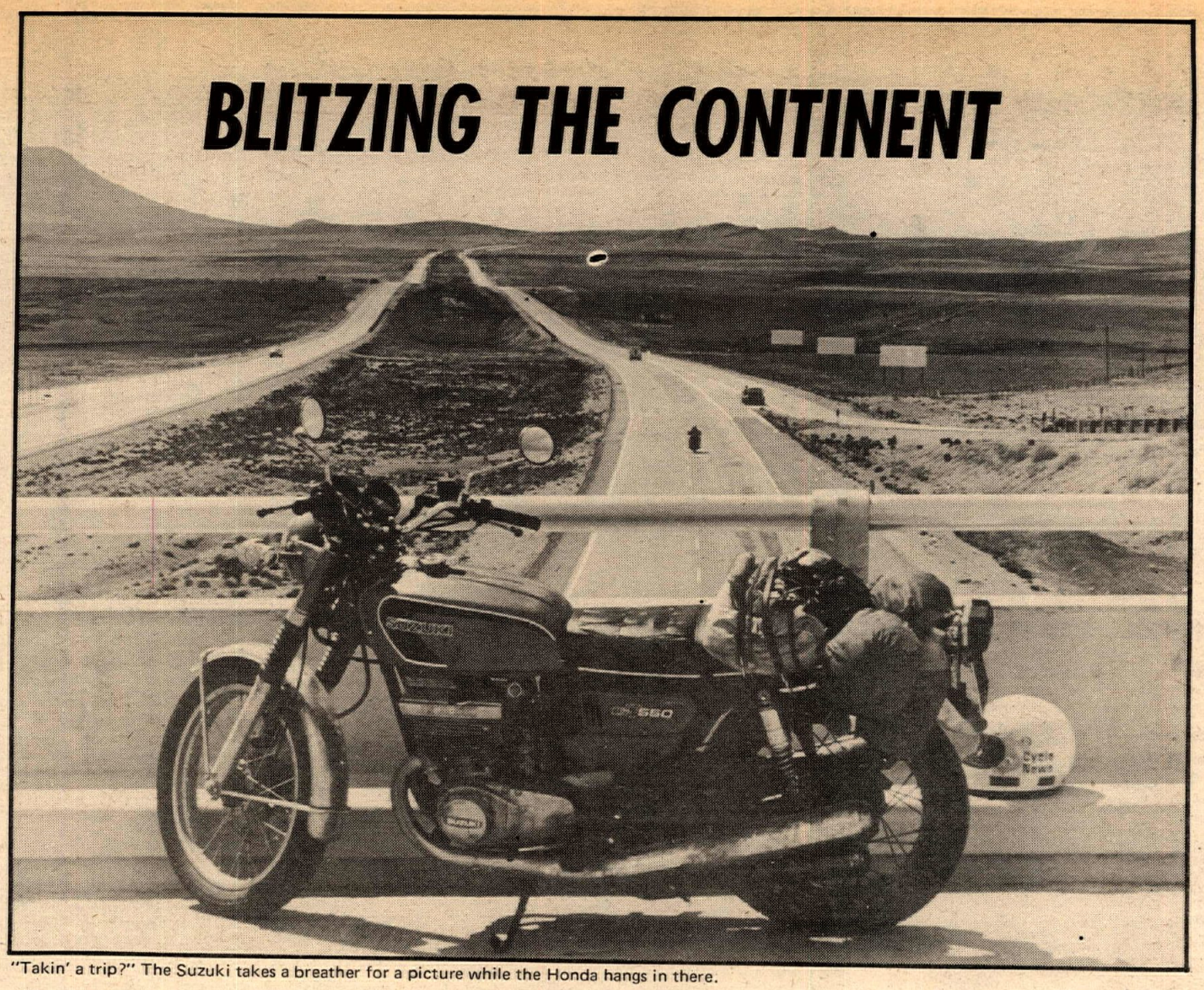
The first cop we saw in 'Bama drove a Pontiac Firebird with a spoiler and light bar. Heavy.

Birmingham is a weird place. "Big Boy" hamburgers live at "Shoney's", and McDonald's does a land office business there. As we entered the city one McDonald's advertised "over 7 billion served". Another on the other



Ulrich met this parts tootsie in Arlington. Gave her the old "I want to take your picture for Cycle News" routine. Then he took her out and got her salted on sports model peanuts.

BLITZING THE CONTINENT



"Takin' a trip?" The Suzuki takes a breather for a picture while the Honda hangs in there.

side of town advertised "over 10 billion served". They sold three billion burgers just in the hour we were there.

To picture Birmingham you must imagine a medium size Los Angeles with no freeways. The "Interstate" leads through the city following a haphazard course to ensure tourists have ample opportunity to throw away the long green they carry. In Los Angeles you can pretty much just jump on a freeway headed in the general direction you want to go and get there without a map by following the signs. Here, forget it! You don't have a chance.

It stopped raining in Birmingham, and that was the good thing about the city. It suffered advanced billboard blight, and the only good ones were from Kawasaki, featuring a peace-signing dude on an enduro, and a just-married couple on a couple of three's.

Tennessee cops got blue lights! Mobile homes are the hot set-up, brick schools have dome tops, and angus cows are everywhere. In Bean Junction a camper truck played submarine in an impromptu factory parking lot lake. Local members made me think that FFA stands for Farm Foxes of America, and Tennessee route 25E merits an annual pilgrimage from every self-respecting biker. It's a great road with great sights, and live bears at the crest. We just got lucky and ended up lost, finding this perfect challenge by chance. It is a road through an area that contrasts with that along the Interstate. Coal trucks plod up hills at a good two MPH, prohibition lives in Granger County, shacks border a patch of land where an old man works his field behind two horses, and his outhouse is five feet from the creek his downstream neighbor drinks from. Cattle play mountain goats on steep hills no cycle could conquer, and our approach stampedes a small herd on flatter land. Poverty and extreme wealth coexist, each so extreme it is hard to believe the other exists so near.

Sweet Virginia

Virginia, sweet Virginia. Just inside the border we found "Hungry Mother State Park". It had the best handle since "Big Mama's Cafe" in Louisiana. The towns had toadstool water towers and buried utilities. Farms hacked out of the forests in one of colonial America's first ecological interferences had seen generations come and go. Virginia is very big on glorifying Civil War carnage sites. It was a national disgrace, brother fighting brother, unspeakable atrocities, looting, rape, kidnapping of civilians, rotten POW camps, horrendous destruction. Virginia glorifies and celebrates fields that ran red with blood. Perhaps that is a comment on the heritage of American warmaking (and warloving). Virginia, (and to a lesser degree other states we visited), is proud of the carnage. Sick, sick, sick.

The last blast into D.C. was frantic. With three hours until we were due at the D.O.T., we were 125 miles away on the dawn of April 18. Riding in towards the city, a scant few miles from our quest, a dude on a Yammie cafe racer pulls up at a light and asked us if we had really ridden from Cal. When he got his answer, he yelled, "Remember LSD 1958, my phone number", offering us a place to stay as he pulled sawy.

D.C. traffic was the worst I ever saw. We made our first appointment twenty minutes late, and got stuck in a revolving door with our packs as we left the D.O.T. building a few hours later. Amused spectators thought we were the comedy kids 'till we got out and located our bikes. With no time to change before the appointment, we really looked like freaks...it had been a long road.

We called the mystery number and located Jean Webb, the cafe racer of the morning, who turned out to be service writer for Cycles, Inc., the biggest bike dealer on the East coast. The shop covers blocks, with separate buildings for set up, repairs, tune ups, parts, and sales, and uses its own semi rig to haul in bikes.

Jean's house became our headquarters while in the Washington area. Before we found it, however, we took a few wrong turns in the heart of the white bureaucratic core of D.C. and headed into the black ghetto instead of towards Jean's house in Arlington, Virginia. Groups of dudes and occasional hookers lined the streets. We were the only honkies in sight, and the role I was used to was reversed. Only by this kind of experience far from home can you see what it is like to be an undesired minority in an encircling majority. No way could we make two bikes with California plates and a ton of baggage anything but attention attracters. Catcalls, hostile questions, and unidentified flying objects sailed our way as we puttered along at the legal limit. I entered the area a liberal, but after an hour of being lost with a capital "L", I felt like a white racist, wishing I had a flamethrower. It wasn't until I was well into Tennessee on the way home two days later that I felt liberal again.

The sight of Jean's pad in Virgina (sweet Virginia) was a welcome sight when we finally arrived. In a woods setting, Jean and Marvine, his marvelous woman friend,, and assorted prize winning dogs and cats made us feel right at home. We drained the chocolate milk looking oil out of the 500 as we learned that Marvine taught English riding at a nearby stable, and that the ribbons covering one wall had been won by her in a sort of motocross for horses. Later as we all rode out for some pizza, it seemed she was really a roadracer at heart. On Jean's breathed on RD 5, she smoked off the bigger bikes on the unfamiliar road.

Flat Tracking Underground

We returned to the city for more appointments the second day of our stay. Jean came along, playing flat track on the D.O.T. polished concrete underground parking lot floor. Later we were amazed at Chet Holifield's agility and speed moving around the capitol. We had trouble keeping up with the gray haired veteran of 32 years as a Congressman.

D.C. traffic caused it to take us 40 minutes to cover a half mile that day. Lying in front of the capitol, we freaked tourist bus loads who gawked at us. We reflected on the fact that Suzuki was the only motorcycle manufacturer with a full time government liaison man in Washington, and on the words of a D.O.T. official when he learned I was studying political science..."When you get higher up, do something about reducing this here bureacracy..."

Police zipped by on everything from Lambretta scooters with "69" plates to Harley Hawgs to Honda step-throughs. Maybe if they crash a Hawg they have to ride a little scooter for a while. We met Virginia cops on the trip back to Arlington, when a local fuzz stopped us for "Reckless Driving". If you're ever in Virginia, don't ride side by side or they'll stop you, too. He had mercy on our California souls and let us off after checking the frame numbers when I said I had "borrowed" them.

After the two days of nightmare traffic running, the Honda wouldn't pull full throttle or over four grand, and the Suzy idled on one cylinder, although running fine higher up in the revs. New plugs restored the Honda, and Jean proved his diagnostician skills by suggesting a carb re-synch that cured the Suzuki. We gave it new plugs for being a nice bike, too. The balance tube caulking on the right side had burned off the Suzy, and heavy application of GE Silicone seal cured the resulting exhaust leak.

While we worked on the Suzuki in the living room, the award-winning liver dalmation ran in, threw up at Marvine's feet, and immediately wagged its tail proudly. Jean gave lessons in hopping up Bridgestones and Yamahas, and the nitro burning 'Stone 100 Marvine used to blow off powder puff 250's in Texas was admired.

Homeward Bound

We split for home on April 20, but I knew I'd be back to visit Dick and Spiro soon, and maybe even the boys at the BLM, too. And of course the horse MX lady and her ace mechanic sidekick.

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EVERY SATURDAY NIGHT

Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY NIGHT

Elsinore Raceway TT Scrambles. Gate opens 4pm, sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50, Race $2. Camping Free. Sunday Practice $1 per bike, silencers required.

EVERY SATURDAY

MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

EVERY SUNDAY

TT Motorcycle races at BEARDSLEY Raceway. Gates open at 10am, practice at 11. Race at 12 noon. For Info call 602-276-9401.

FIRST & THIRD SUNDAYS

Motocross Deadman's Point, Apple Valley, Ca. All classes. Gates open at 7:30 am. First race at 9:30 am. Practice 8 am to 9 am Gate $2.00, Entry $2.50 memb. $3.00 non-member. Silencers required. Three number plates PLEASE. Info call 714-247-7473.

EVERY SUNDAY

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

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Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 7:30am sign up. 9am race. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, fishing. For info call 714-347-3185.

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NATIONWIDE CALENDAR

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

June 2-3

AMDRA NATIONAL DRAGS, Sanair Dragway, C.P. 222, St. Pie, Co. Bigot, Quebec, Canada. Purse: $10,000.

AMA NATIONAL MOTOCROSS, Atlanta, Georgia.

June 3

AMA NATIONAL ROADRACE, Atlanta, Georgia. $25,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Midland, Michigan. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lenhartsville, Pennsylvania. $1,800

June 9

AMA NATIONAL HALF-MILE, Louisville, Ky., $12,000 purse.

NATIONAL CHAMPIONSHIP MOTOCROSS, Laurelville, Ohio. Purse: $5,000.

June 23-24

ISDT QUALIFIER, Holiday Inn, Barstow, Cal. 200 mi each day. Entries from John Mussin, 744 Doan Dr., Burbank, Cal. 91506.

June 24

INTERNATIONAL CHAMPIONSHIP MOTOCROSS, Carlsbad, Cal. The American Grand Prix.

July 1

INTER-AMA MOTOCROSS, Manning Cnyn. Park. 35 mi S of Salt Lake City on 73, near Cedar Fort.

TUES., MAY 22

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

VIEWFINDERS GP ENTRIES, are still open. Get 'em in. Send $10 to Viewfinders GP, 17265 Westbury Dr., Granada Hills, Cal. 91344. Close June 15.

WED., MAY 23

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURS., MAY 24

SPEEDWAY, Irwindale Rcwy., Cal. Start: 8pm. Gate: $2.75/$1.75/$.75.

FRI., MAY 25

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8pm.

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6pm, prac: 6:30, race: 8pm. Beg; Jr; Int; Sr; mini; oldster; pp. Post: $5 sptmn, $10 Sr. 20% trophies to sptmn, 100% back to Seniors. 213/675-1922.

HALF-MILE, Redwood Acres, Eureka, Cal. CMC All classes. Open: 5, race: 8. Enter: $5, Sr: $10, 100% back. 707/442-9595.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. Class C. D-36.

SHORT TRACK, Sonoma-Marin Fairgrounds, Washington & Payan St., Petaluma, Cal. Ride: $3, watch: $2.50. Sign: 5, prac: 6, race: 7:30. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 250/360. 707/762-8581.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

D-36 MOTOCROSS, Placerville, Cal. Fairgrnds. Sign: 5:00, prac: 5:45, race: 7pm. Gate: $2.50, pre: $3, post $5. Hangtown MX, 4555 Auburn Blvd, Suite 3, Sacto., Cal. 94851. 916/481-6560.

May 26-27

SMUGGLER TRAILER FAMILY ENDURO, 13 mi from Calif. City Golf course. Field events on Sat and enduro on Sunday at 7:30. Mail $6 to Smuggler Trailers, 10642 Midway Ave., Cerritos, Cal. 90701. Post: $8. First Prize: a sleeps six travel trailer. 213/924-2389.

WESTERN REGIONAL CHAMPIONSHIP, Oregon Sidewinders Track, 13500 SE Lawnfield, Clackamas, Ore. 97015. Sign: 5:30, race: 8pm. Mail: by May 4 to D. Seifert, 13706 S. Carus Rd., Oregon City, Ore. 97045. 632-3875.

GREENHORN NATIONAL CHAMPIONSHIP ENDURO. AMA sanctioned. 6 am start at Charlie's Wagon Wheel Cafe, 14 mi. north of Red Mountain on Trona Rd. Entry $14. Entries close May 10, post entry for Sunday only. Drawing May 16 at Pasasena MC, 21 E. Howard, Pasadena. Bikes must be street legal. For futher info: 213/786-1869. Better enter yesterday.

CRC SCHOOLBOY MOTOCROSS CHAMPS, Carlsbad, Cal. Under 17. Bikes up to 250. Minis under 80 and 14. Qualify on Saturday. Mail $10 to CRC, 6625 Dorinda, Riverside, Cal. 92503. Post: $20. 714/688-1291.

GRAND PRIX, Snowmass at Aspen, Colo. Prac: 11:15, race: 12:30 each day. SRAC. Trophies and 500 purse. Bar-B-Que. 925-1767.

May 26-28

RIDING, at the newly formed Malibu Country Club. Call Don or Doug at 213/457-7142 for directions. MX/trail/hillclimb. Good riders only. First day free, $2.50 after that.

SAT., MAY 26,

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Prac: 8, race: 9. Mail $5 to AMC, Box 81518, San Diego, Cal. 92138. Memb. required.

NORCO LITTLE LEAGUE
presents
60-mile FAMILY ENDURO
20% Trophies & Finisher Pins
100% Trophies to Minis and P.P.
JUNE 10
All class sizes Plus 16 & under, over 35, Husband and Wife, Father and Son. Mail entry $7 Post $8 all entries tax deductable. Red Mtn. area. Limed from Hwy 395 & Trona Turnoff.
DESERT POKER RUN
$1.00 Entry
Entry blanks available at Motorcycle Dealers Advertised in Cycle News.
Norco Little League
3212 Melanie
Norco, Ca 91760
(714) 737-4337

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
INDIAN DUNES
SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
100% PAY BACK TO SENIORS
May 26—International Track*
June 2—Shad-Glen Track*
June 9—International Track*
Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post entry fee to new members that join at track. $7 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.
MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
INDIAN DUNES
FRIDAY NIGHT MX
A.M.E. MEMBERSHIP REQUIRED
Beginners, Juniors, Int., Seniors
PLUS
Minicycle, Old Timers & Powder Puff
NO MAIL ENTRY
Post entry at track $5.00 Sportsman classes. $10.00 Senior classes.
20% TROPHIES
100% PAY-BACK SENIORS
TRACK ADMISSION FOR ALL ADULTS
$2.00
Sign-up 6pm, Practice 6:30pm
1st race 8 pm
Info: 213-675-1922

CONTINENTAL MOTO-SPORT CLUB
UPCOMING RACE DATES
MAY
27, Bishop, Ca.
$1000 Purse
JULY
1 — Saddleback
JUNE
3 — Saddleback
10 — Carlsbad
17 — Saddleback
24 — Indian Dunes
SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.
PO Box 1402, Costa Mesa, CA 92626

RAWHIDE PARK
ELSINORE
MOTOCROSS
100% pay back to experts, with $10.00 post
$6.00 post
June 10
40% TROPHIES
June 3
June 24 Int'l Boys Athletic Assoc. Benefit Race.
Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers
2½miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers —
(213) 921-5466

DRA
Original D.R.A.
Since 1971
Desert Racing Association
Presents
2nd. Annual Memorial Day
Desert Race
May 27
DRA Point Run 1-40 Mile Loop
Beg., Nov., Am., Ex.,
Finisher Pins + 20% Trophies.
$7.00 Entry Membership At Sign-Up
MAY 27 9:30 A.M. Start
Limed From Adelanto
17 miles No. on Hwy 395
4/Wheel Rescue Units
Catering — Restrooms
SCAT Radio's — Ambulance
Phone: (714) 346-9335
DESERT RACING IS OUR BUSINESS
Attention
Desert Racers
Desert Racing Association point system. DRA membership program now open and providing racing for all classes. Beg., Nov., Am., & Ex. Specializing in desert races for desert riders. Applications: P.O. Box 437, Rancho Mirage, Ca. 92270. Phone (714) 346-9335. The Original DRA since 1971.
Desert Racing Assoc. Box 437
Rancho Mirage, Ca. 92270

Calendar listings are a free service of Cycle News to the motorcycle enthusiasts of the Western USA. Cycle News cannot be responsible for changes or cancellations by promoters. Participants and spectators are advised to verify information regarding events by phone or checking paid advertisements. Promoters must submit listings, cancellations and date changes in writing. Information regarding your club's event must arrive at Cycle News by noon on Thursday to be published in the upcoming issue. No calendar items will be accepted by phone. Write: Calendar Editor, c/o Cycle News, Box 498 Long Beach, Ca., 90801.

D-36 SHORT TRACK, Lodi Bowl, Cal. Sign: 5, prac: 6, race: 8. $2.50 ride or watch. Nov: 100/125/200/360, AM: 125/200/360, Ex: 360. 209/368-7182.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% payback to Ex & 20% trophies. Sidehacks, paperbikes & 10 speeds. No motorcycles.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

SCRAMBLES, Vallejo Spdwy, Cal. D-36. Sign: 4:30, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. 707/644-0741.

BICYCLE RACES, Malibu Canyon. Start: 10 am.

MOTOCORSS, Escape Country, Trabuco Canyon, Cal. All classes $5.00 membership. $2.00 Pre/$5.00 Post. Experts $10.00 Pre/$15.00 Post. 100% payback to Ex. Gates open: 7 am. Practice: 8 am. Sign up by 8 am. Races start: 9 am. 714-586-7964.

MOTOCROSS, Edwards AFB, Hwy 14 to Rosamond then 15 mi E to Edwards. Sign: 7:30, race: 9:30. Enter: $3, watch: free. 805/258-8085 or 258-6445.

SHORT TRACK, Ukiah Fairgrounds, Ukiah, Cal. AMA sanctioned, District 36. $3 pit, $250 spectate. Sign up 5, practice 6, race 7:30. For info. call 707/462-1672.

AMA PRO TT, Castle Rock, Washington. Purse: $3,000. Start: 8pm.

BICYCLE GRAND PRIX, off Whittier Blvd. at Santa Gertrudes, to West Rd. then left onto Las Palmas. 2 mi course.

SCRAMBLES, Fremont Rcwy. Black plate. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. Silencers & kill buttons. 415/327-4461.

CRC SCHOOLBOY MOTOCROSS CHAMPS, Carlsbad, Cal. Bikes up to 250cc and 17 years. Minis up to 80cc and 14 years. Qualify Saturday. Send $12 to CRC, 6625 Dorinda, Riverside, Cal. 92503. 40% trophies and pins. Beg/Nov/Int. 714/688-1291.

D-36 SCRAMBLES, Fremont Rcwy., Fremont, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. 415/327-4461.

CRC california racing club
membership not required

CALIFORNIA SCHOOL-BOY MOTOCROSS CHAMPIONSHIP
MAY 26 & 27
CARLSBAD RACEWAY

Participation pins to all Contestants

40% Championship Size Trophies

Sportsman Riders only — NO Professionals

Motorcycles (age 17 & under): 100cc 125cc 250cc

Mini Cycles (age 14 & Under): 80cc (Girls 15 and Under)

Racers Qualify on Sat. — Finals on Sun.

$12.00 mail $20.00 post

LIMITED CLASS SIZE

CRC (714) 688-1291
6625 dorinda, riverside, california 92503

CRC california racing club
membership not required

motocross

40% Trophies awarded same day. Tape recorded scoring. Results Posted after EACH MOTO. No mail entry, gate open 7:00, Practice 8:00, 1st Race 9:30.

SUNDAY MX

MAY 27
CARLSBAD

June 3 — Deadman's Point
June 10 — Arroyo Park
June 17 — Indian Dunes

EVERY SATURDAY
MX AT ARROYO PARK

desert

20% Trophies & Finisher Pins
4 Month Point System Starts June 10

June 10
HARE'N HOUND
Lucerne Valley
2-30 Mile loops 9am Start

June 17
EARLY RIDER ENDURO
Lucerne Valley
7:01 Start mail $7.50 & 2 SASE

June 24
EUROPEAN SCRAMBLES
7 miles north of Adelanto

BEGINNERS — NOVICES — INTERMEDIATE — EXPERT — MINI — POWDER PUFF
SCHOOL BOY CLASS (under 16 yrs. old) — OLDTIMERS (over 35 yrs.)

CRC (714) 688-1291 (213) 830-7519
6625 dorinda, riverside, california 92503

SRA presents the June 2nd + 3rd

RIVERSIDE SCRAMBLES
GRAND PRIX no. 4

RIVERSIDE INTERNATIONAL RACEWAY

NOVICES and BEGINNERS ONLY
(BEGINNER = 3 RACES OR LESS OR SRA CLASSIFIED)

ONE HOUR RACES ON A WIDE COURSE APPROXIMATELY 1/3 ASPHALT, 1/6 FAST TT TERRAIN, AND 1/2 CROSS-COUNTRY. CLASSES: 75, 100, 125, 200, 250, OPEN WITH SPECIAL GROUPS FOR RIDERS UNDER 16 AND OVER 35 AND GIRLS.

POST OR MAIL ENTRY. $8.00 SRA MEMBERS $7.00 (NO ADMISSION CHARGE FOR RIDER.) YOU CAN BEAT THE SIGN-UP CROWD BY MAILING YOUR ENTRY WITH ONE SELF-ADDRESSED LEGAL-SIZE ENVELOPE TO:

SCHEDULE

	SAT	SUN
6:00	SIGN-UP	SIGN-UP
8:30	PRACTICE	PRACTICE
9:15	76-200 BGNR-16	OPEN NOVICE
10:30	250 BGNRS	76-200 BGNR + 15
11:45	101-200 NOVICE	201-OPEN OVER 35 YEARS
1:00	0-200 OVER 35 YEARS	100 NOVICE
2:15	OPEN BEGINNERS	250 BEGINNERS
3:30	250 NOVICE	POWDERPUFF
4:45	0-75cc ALL	250 NOVICE

ENTRIES AND INFO CALL: (213) 320-1015

SRA
P.O. BOX 3882
TORRANCE, CA. 90510 — NO PLAY BIKES ALLOWED —

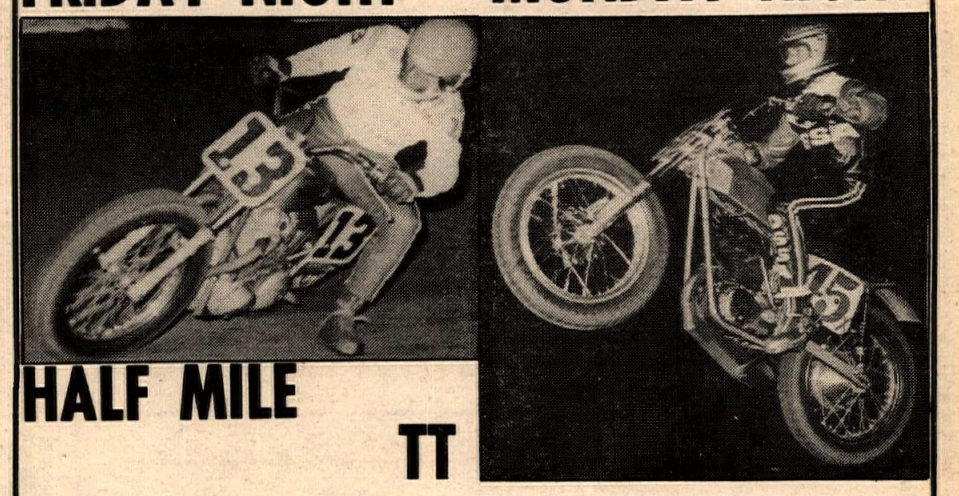
FREE ADMISSION TO SPECTATORS UNDER 12, OTHERS $2.50 Camping OKay

100 % TROPHIES
TO BE AWARDED THE SAME DAY! (ALL AT LEAST TWELVE INCHES HIGH)

J.C. AGAJANIAN'S Ascot Presents

AMA PROFESSIONAL
WEEKEND of RACING
DOUBLEHEADER

MAY 25 FRIDAY NIGHT
MAY 28 MONDAY NIGHT



HALF MILE
TT

FIRST RACE 8:30 P.M.
Info.: (213) 321-1610
(213) 323-9710

Pit gate opens: 5:30 P.M.
Spectator Gate: 6:00 P.M.
Practice: 6:30 P.M.
Time Trials: 7:00 P.M.

18300 South Vermont, Gardena, California.

SAVE $1.00
Clip from Cycle News and bring to box office for $1.00 discount on any adult admission at any Ascot motorcycle event. Bring a friend and save $2.00. Offer expires June 22, 1973.

SHORT TRACK, Monterey Frgrnds, Monterey, Cal. D-36. Sign: 5, prac: 6, race: 8. Minis: 7. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 125/250/360. Pit: $3. 408/899-2401 or 3737-5732.

TT SCRAMBLES, Perris Rcwy. Open: 5, sign by: 7:30. All classes. Memb: $3.50, non: $4.50. Silencers. 714/657-3678.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

SUN., MAY 27

HARE SCRAMBLES, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Juniors only. Series final all prizes given away. CMC. 125/250/Open, Mail $5/Post $8. 916/351-0271.

ACA ROAD RACE, Willow Springs, Roasmond, Cal. All prod, Jr & Sr GP classes. Sign: 8:30. Race: noon. $10 pre (plus $1 per class) to 1409 Cypress Point Dr., Placentia, Cal. 92670.

TRANS AMA QUALIFIER, Mayer Raceway, 1 hour from Phoenix, Arizona.

SIERRA 100 ENDURO, 25 mi W of Coalinga and 20 E of King City, Cal. Enter: $8. 100 miles. Send entry and 3 SASE to Sierra Enduros, 1720 Jennings Ave., Madera, Cal. 93637. 209/674-7160. Spark arrestors.

DOUBLE D-37 TT SCRAMBLES, 395 Cycle Park, Adelando, Cal. By TTMC and Hi-Boots of D-38. Sign: 7 am. Gate: $2, race: $2.25. Silecners. 714/246-6109.

OREGON DESERT 100, Christmas Valley, Oregon. Start: 10 am. Ex: $12, sptsmn: $8 to MRA, Box 1471, Meford, Ore. 97501. 25 mi NW of Hwy 31 at Silver Lake, Approx. 100 mi N of Klamath Falls. Purse: $2,500. Post: $17/$10. 503/779-4466.

MEMORIAL DAY MOTOCROSS, CMC and Bishop MC. Purse: $1,000 min. Write: Box 1402, Costa Mesa, Cal. 92626 or 714/557-3323.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal., Beg; Jr; Sr; Mini; Oldsters; PP. Srs: $10, all other $5. Send to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $10/$15. Open 6:30, prac. 8, race 9. Info: 213/675-1922.

PRO TT South Bay Speedway, CMRE sanctioned, $500 guaranteed. Pros 360/Open, Amateurs 125/250. Sign 4-6, practice 5:30, race 7 pm. Take I-5 to Main St., Chula Vista, go east 8 miles. Info: 714/469-6092.

CMC MOTOCROSS, Bishop, Cal., $1000 minimum purse. Entry Sptmn $5, Sr., $10 Mail to Box 1402 Costa Mesa, Cal. 92727. Open 6:30, prac. 7:30, race 9:00. Info: 714/557-3323.

MORE BENEFIT SCRAMBLES, Archey Clark Memorial. Lodi Cycle Bowl, D-36. Lodi MC, Stockton MC and Stockton Scramblers. Prizes. Start: noon.

CRC SCHOOLBOY MOTOCROSS CHAMPS, Carlsbad, Cal. Bikes up to 250cc and 17 years. Minis up to 80cc and 14 years. Qualify Saturday. Send $12 to CRC, 6625 Dorinda, Riverside, Cal. 92503. 40% trophies and pins. Beg/Nov/Int. 714/688-1291.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

CRC MOTOCROSS, Carlsbad, Cal. Beg; Nov; Int; Ex; young; old; PP; mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

D-37 HARE & HOUND, Four Corners N on 395. 2/45 mi loops. Pins. Start: 9am. Enter: $5.50. Trail Nov: $4.50. 213/968-7925 pr 864-1046. Rescue 3. Masterlinks M.C.

MOTOCROSS, Lake Delores, Cal., 3 mi past Yermo on Las Vegas Fwy. Sign: 7:30, race: 9. Gate: $1.50, ride: $3.25. 1/3 trophies. 3 plates & silencers. Swimming & camping.

BCA MOTOCROSS, Indian Dunes, Castaic Jnct., Cal. Sign: 7, race: 9:15. Post: $7. Beg; Jr; Sr; mini; PP; oldster. 30% trophies same day. 805/259-8000.

TT SCRAMBLES, Salinas Airport, Salinas, Cal. Sign: 8:30, race: 11:30. AMA, class C trac. Minis. $2.50 ride or watch. 408/449-6098.

MOTOCROSS, Mammoth Bar next to the American River. D-36. Sign: 6, prac: 7:30, meet: 9, race: 9:30. Enter: $4.50, watch: $2.

OREGON STATE ENDURO, limed from Mosier, Oregon. Sign: 7, start: 9:01. Pre: $4, post: $5. OMRA Lic. silencers and arrestors. 100 miles. Mail to Lobos Inc., Clerk of Course, 3704 NE 143rd Ave., Vancouver, Washington, 98662. 206/256-4987 or 694-5804.

CVMC EURO SCRAMS, Chiriaco Summit, Cal. I-10 from Indio or Blythe — limed. Prac: 7, race: 9. Nov/Beg/mini/PP. 347-8401.

AMA TT STEEPLCHASE, Pikes Peak Turf Club, btwn. Colo Springs and Pueblo, Colo. off I-25. Nov/Jr/Ex. Sign: 11, prac: 12, race: 2. Purse: $1,500. Gate: $3.50. Camping.

CHERRY CREEK HARE N' HOUND, Eureka, Utah. AMA & SRA sanctioned. 100 mi. long, 10 am start. Must have silencers. 20% trophies. Entries $7.50 close May 20. Mail to S.L.M.C. Box 1711, Salt Lake City, Utah 84110. South of Eureka, Utah to Jericho Junctn. on Hwy 50.

DRA DESERT RACE, 17 mi North of Adelanto, limed from Adelanto on 395. Start time 9:30. Point run, 1-38 mi. loop. no mail entry to DRA, Box 437, Rancho Mirage, Cal. 92270. For info: 714/346-9335.

MOTORCYCLE RACES begin at Great Falls Speedway, Great Falls, Mont. Info: Arthur Jensen, Box 1651, Great Falls, Mont., 59403, or call 406/452-3923.

MOTOCROSS, Rawhide Park, Elsinore, Cal. Special $3 gate & post. All classes, 40% trophies. Free camping, 2½ miles east from Hwy 71 on Hwy 74. For info: 213/921-5466.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Beg; Nov; Jr; Sr; Oldster. Mail $5, post: $10 to AMC, Box 663, El Toro, Cal. 92630. 20% trophies. (non-series)

MON., MAY 28

AMC SOUTH MOTOCROSS, Carlsbad Rcwy. Mail $5/10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9 a.m.

MOTOCROSS, Spillway Park, Santa Maria, Cal. Sign by: 8:30, prac: 8:30, race: 9:30. Gate: $1.50, ride: $3.50.

AMA PRO TT STEEPLECHASE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30pm.

MARATHON, Fremont Rcwy. 2 man/2 hour. Burger and beer day. $6 enter, $1 watch. 415/327-4461.

TT, Like Oak Speedway, N of Yuba City. Sportsman, enter: $3. Open: 4pm, race: 7pm.

D-35 MOTOCROSS, Spillway Park, Santa Maria, Cal. Lompoc Slo Pokes. Enter: $3.50, watch: $1.50. Sign: 7, race: 10. Camping.

MOTORCYCLE RACING, Coos Bay Spdwy, 8 mi S of Coos Bay. ¼mi oval. $300 purse. Ride: $4, watch: $2.50. Start: 1pm. 888-4911 or 269-1055.

EURO SCRAMS, Lake Delores, 3 mi past Yermo, Cal. on Las Vegas Fwy. Sign: 7:30, race: 9. Enter: $3.25, gate: $1.50. 40% trophies. Swimming & camping.

TUES., MAY 29

VIEWFINDERS GP ENTRIES, are still open. Get 'em in. Send $10 to Viewfinders GP, 17265 Westbury Dr., Granada Hills, Cal. 91344. Close June 15.

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WED., MAY 30,

CLASS A SPEEDWAY, SRA sanctioned. Reno, Nevada. Begins May 30. For info: 916/885-4420 or 213/991-5544.

BLM OPEN HEARING SCHEDULE

Friday, June 1 — 1:00 p.m. to 8:00 p.m.
Saturday, June 2 — 10:00 a.m. to 4:00 p.m.

Concurrent Meetings at Each of the Following Locations

Federal Building, Room 224
800 Truxtun Avenue
Bakersfield, California

Bishop BLM Office
Round Valley Road
Bishop, California

City Council Chambers
139 Balsam Street
Ridgecrest, California

Edison Living Center
44933 N. Fern Avenue
Lancaster, California

Thursday, June 7 — 6:00 p.m. to 9:00 p.m.

American Legion Hall
Baker Bouldevard
Baker, California

City Hall Auditorium
1110 Front Steet
Needles, California

Friday, June 8 — 6:00 p.m. to 9:00 p.m.

Barstow College
2700 Barstow Road
Barstow, California

Saturday, June 9 — 10:00 a.m. to 4:00 p.m.

Lucern Valley Union School
Barstow Road
Lucerne Valley, California

Thursday, June 14 — 6:00 p.m. to 9:00 p.m.

Ruth Brown Elementary School
241 N. 7th Street
Blythe, California

Imperial Valley College
Highway 111 and Aten Road
Imperial, California

Friday, June 15 — 6:00 p.m. to 9:00 p.m.

Hoover Elementary School
44-300 Monroe Street
Indio, California

Saturday, June 16 — 10:00 a.m. to 4:00 p.m.

Riverside BLM Office
1414 University Avenue
Riverside, California

SHORT TRACK & HALF MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, MAY 31

SPEEDWAY, Irwindale Rcwy., Cal. Start: 8pm. Gate: $2.75/$1.75/$.75.

FRIDAY JUNE 1

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6pm, prac: 6:30, race: 8pm. Beg; Jr; Int; Sr; mini; oldster; pp. Post: $5 sptmn, $10 Sr. 20% trophies to sptmn, 100% back to Seniors. 213/675-1922.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. Class C. D-36.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8pm.

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

CMC TT/FT, Pt of the Mountain Rcwy, I-15 btwn Draper and Lehi, Utah. PMR & CMC. Jr/Int: 30% brass. Ex: 100% back. Terry Larson, 6416 South 1140 St., Murray, Utah. 84107. 801/266-4704.

MOTOCROSS, Corona Rcwy, Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

D-36 MOTOCROSS, Placerville, Cal. Sign: 5, prac: 5:45, race: 7. Gate: $2.50, pre: $3, post: $5.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackmas, Ore. 97015. Purse: $1,500. Sign: 6:30, race: 8. 659-1022.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

Additional information _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

CLIP AND MAIL TODAY!

D-36 MOTOCROSS, Placerville, Cal. Fairgrnds. Sign: 5:00, prac: 5:45, race: 7pm. Gate: $2.50, pre: $3, post $5. Hangtown MX, 4555 Auburn Blvd, Suite 3, Sacto., Cal. 94851. 916/481-6560.

June 2 & 3

NON-VIOLENT BEAR HUNT — help find Joel, lost bear of D. Hough 415/352-6109 for info. Midway, Calif. area. No firearms, please.

SRA RIVERSIDE GP, Riverside, Cal. Enter: $8. Nov/Beg. Mail to SRA, Box 3882, Torrance, Cal. 90510. 213/320-1015.

SATURDAY JUNE 2

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Prac: 8, race: 9. Mail $5 to AMC, Box 81518, San Diego, Cal. 92138. Memb. required.

MOTOCORSS, Escape Country, Trabuco Canyon, Cal. All classes $5.00 membership. $2.00 Pre/$5.00 Post. Experts $10.00 Pre/$15.00 Post. 100% payback to Ex. Gates open: 7 am. Practice: 8 am. Sign up by 8 am. Races start: 9 am. 714-586-7964.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% payback to Ex & 20% trophies. Sidehacks, paperbikes & 10 speeds. No motorcycles.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Sing by 6:45, race: 8. 659-1022.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. Sign: 5:30. Gate: $1.50, enter: $2.50. Silencers required. No memb. 714/246-6109.

BICYCLE RACES, Malibu Canyon. Start: 10 am.

SCRAMBLES, Vallejo Spdwy, Cal. D-36. Sign: 4:30, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. 707/644-0741.

PNTA TRIALS SCHOOL, Tiger Mtn., Wash.

D-36 TT SCRAMBLES, Del Norte Co Fairgrounds, Crescent City, Cal. Sign: 9, prac: 11, race: 1. $2 ride or watch. Hwy 101, 20 mi S of Oregon border. 707/464-3113 or 464-4262.

TT SCRAMBLES, Perris Rcwy. Open: 5, sign by: 7:30. All classes. Memb: $3.50, non: $4.50. Silencers. 714/657-3678.

D-36 SCRAMBLES, Fremont Rcwy., Fremont, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. 415/327-4461.

SHORT TRACK, Monterey Frgrnds, Monterey, Cal. D-36. Sign: 5, prac: 6, race: 8. Minis: 7. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 125/250/360. Pit: $3. 408/899-2401 or 3737-5732.

MOTOCROSS, Corona Rcwy, Corona, Cal. Beg. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

SUNDAY JUNE 3

AMC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Jr; Sr; oldster. Mail $5, post $10 to AMC, 663, El Toro, Cal. 92630. 20% trophies. Win a trip to Yurp.

CMC PRO SPEEDWAY, Pt of the Mountain Rcwy., I-15 btwn Draper and Lehi, Utah. PMR & CMC. Pro only. Terry Larson, 6416 South 1140 West, Murray, Utah. 801/266-4704.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; oldster; PP. Sptmn mail $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

PNTA TIGER CNYN TRIAL, Walla Walla, Wash.

PNTA NOVICE & PP TRIAL, Tiger Mtn. Wash.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Mail $5, Sr: $10 to CMC, Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. Open: 6:30, prac: 7:30, sign by 8:30, race: 9.

MOTOCROSS, AMA, T-Car Speedway, Carson City, Nev. Open: 7am, race: 9. 702/882-5030.

BCA MOTOCROSS, Indian Dunes, Castaic Jnct., Cal. Sign: 7, race: 9:15. Post: $7. Beg; Jr; Sr; mini; PP; oldster. 30% trophies same day. 805/259-8000.

TT SCRAMBLES, Salinas Airport, Salinas, Cal. Sign: 8:30, race: 11:30. AMA, class C trac. Minis. $2.50 ride or watch. 408/449-6098.

HARE & HOUND, limed from Holiday Inn in Calif City. SCDRA. Beg: $7, 30% brass, Ex: $10 & $1,000 purse. Post or mail to 532 E. Mt. View, Glendora, Cal. 213/335-1582.

CRC MOTOCROSS, Deadman's Point, Apple Valley, Cal. Beg; Nov; Int; Ex; young; old; PP; mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

D-37 MOTOCROSS, DeAnza Park. 20% trophies & 3/15 min motos. Mail $5 to 6625 Dorinda, Riverside, Cal. 92503. $8 post. $1 watch. 714/688-1291.

TRIALS, Rawhide Park, Elsinore, Cal. 2½ mi from Hwy 71-74. VOTE. ATA pts. Memb: $3, non: $6. Meet: 9, ride: 9:30. 213/765-8186 or 805/526-0285.

MOTOCROSS, Mayer Rcwy, 1 hour from Phoenix, Arizona.

MOTOCROSS, Norfolk, Nebr. Race: 1:30, prac: 11:00. 125, 250, Open classes. Adm & riders $1.50. 7 trophies per class. From Haskins, 1 mi. east and ½ mi south.

GRANNY RUN RESCHEDULE, 15 mi N of Victorville on I-15. Enter: $6.26 post $7.25. Pomona Valley Desert Riders. If you ran last time, come out again on your old entry. 714/624-5800.

TUESDAY, JUNE 5

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WEDNESDAY, JUNE 6

AMA PRO TT, Graham, Washington. Purse: $3,000. Start: 7:30 pm.

SHORT TRACK & HALF MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, JUNE 7

CMC MOTOCROSS, Orange County International Rcwy., Irvine, Cal. Start: 7:30 pm. 714/557-3323.

SPEEDWAY, Irwindale Rcwy., Cal. Start: 8pm. Gate: $2.75/$1.75/$.75.

FRIDAY, JUNE 8

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

CLASS A SPEEDWAY, Cal Expo, Sacramento, Cal. Every Friday night at 8:30 through 1973 season. SRA sanction. For info: 916/885-4420 or 213/991-5544.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. D-36.

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; Mini; PP; oldster. $5 entry at the track. $10 for Sr. 20% trophies, 100% back. 213/675-1922.

SHORT TRACK, Sonoma-Marin Fairgrounds, Washington & Payan St., Petaluma, Cal. Ride: $3, watch: $2.50. Sign: 5, prac: 6, race: 7:30. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 250/360 707/762-8581

D-36 MOTOCROSS, Placerville, Cal. Sign: 5, prac: 5:45, race: 7. Gate: $2.50, pre: $3, post: $5.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackmas, Ore. 97015. Purse: $1,500. Sign: 6:30, race: 8. 659-1022.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

MOTOCROSS, Corona Rcwy, Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

SATURDAY, JUNE 9

CLASS A SPEEDWAY, SRA sanction. Napa, Cal. Begins June 9. For info: 916/885-4420 or 213/991-5544.

MOTOCROSS, Edwards AFB, take Hwy 14 to Rosemond then go E 15 mi to Edwards. Sign: 7:30, race: 9:30. Ride: $3, watch free.

D-36 SHORT TRACK, Lodi Bowl, Lodi, Cal. Sign: 5, prac: 6, race: 8. Ride or watch: $2.50. Nov: 100/125/200/360, Am: 125/200/360, Ex: 360. 209/368-7182.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Mail $5/$10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9am.

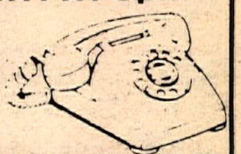
AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Sing by 6:45, race: 8. 659-1022.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. Sign: 5:30. Gate: $1.50, enter: $2.50. Silencers required. No memb. 714/246-6109.

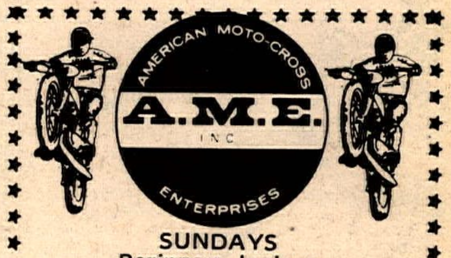
BICYCLE RACES, Malibu Canyon. Start: 10 am.

SCRAMBLES, Vallejo Spdwy, Cal. D-36. Sign: 4:30, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. 707/644-0741.

C.R.A.
MOTOCROSS
ALL CLASSES
SIGN IN 7:00 AM RACE 9:00 ENTRY FEE $4.00
EVERY SUNDAY
33% Trophies INFO. (714) 849-8481
DE ANZA CYCLE PARK
SILENCERS REQ'D.
GATE $2.00

Cycle News
DISPLAY ADVERTISING
DEADLINE
WEDNESDAY AT 5pm
June 6
for issue No. 23
on sale June 13

(213) 427-7433

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



SUNDAYS
Beginners, Juniors, Intermediates, Seniors
Plus
Old Timers & Powder Puff

May 27 — Rawhide
June 3 — Carlsbad
June 10 — Indian Dunes
June 17 — Rawhide

SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.

MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 545-1360

SPILLWAY
CYCLE PARK
A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

HARE 'N HOUND
CALIFORNIA CITY
SUNDAY JUNE 3, 1973
$1,000.00
in Prizes
Hot Shoes
$10.00 Entry
Entry
$7.00
Beginners
30% GOLD
So. Cal. Desert Racing Assoc.
1 — 40 mile loop
Hot Shoes Start: 9:30. Beginners Start: 9:45. -14, Mini, P/P Start: 10:00.
Overnight Camping, Toilets, Catering, Ambulance, 2-Way Radio, 4-Wheel Rescue
Sign-up all day Sat & Sun Morning or Mail: 532 E. Mt. View, Glendora, Calif.
213-335-1582 after 5 pm
Limed from Holiday Inn.

6TH ANNUAL
AMA SANCTIONED
VIEWFINDERS
GRAND PRIX
Revised race schedule
D-37 DESERT, MOTOCROSS, & SCRAMBLES POINTS

SATURDAY, JUNE 30
8:00 — 10:00 0-176cc NOV
10:30 — 12:30 0-176cc Am-Ex
1:00 — 3:00 176-250cc Nov
3:30 — 5:30 176-250cc Am/Ex

SUNDAY, JULY 1
8:00 — 9:00 0-80cc Mini
9:15 — 10:15 0-Open Old Timers
10:30 — 11:30 Powder Puff
11:45 — 1:45 251-Open Nov
2:00 — 3:00 Sidehacks
3:30 — 5:30 251-Open Am-Ex

New 6 mile course. Entries open til June 15, 1973. Viewfinders or D-37 entry blank ok. Post $25. Send $10 & 2 SASE to: Viewfinders '73 Grand Prix, 17265 Westbury Drive, Granada Hills, Ca. 91344. (213) 360-0827 or (805) 259-1008.

SADDLEBACK park
NOW EVERY SATURDAY
SUPER FUN MOTOCROSS
SADDLEBACK PARK
for
BEGINNER-NOVICE-JUNIOR-INTERMEDIATE-SENIOR- EXPERT-
OLD TIMERS NO MEMBERSHIP REQUIRED MINIS
No mail entry • Just $5.00 to race • 3-20 minute motos
• you can sleep late
Gate opens 8:00am — Practice at 9:00 — 1st Race 10:00
EXPERTS $10.00 ENTRY 100% PAYBACK
If under 18 must be accompanied by parent or have notarized permission to race.

AMC
AMERICAN MOTOCROSS CLUB INC.
NOW! NO MORE MEMBERSHIP REQUIRED!

NORTH SUNDAY MX
PRESENTS
MAY 27 – SADDLEBACK
JUNE 3 – ARROYO
JUNE 10 – SADDLEBACK
JUNE 17 – CARLSBAD

SOUTH SATURDAY MX
PRESENTS
MAY 26 – CARLSBAD
JUNE 2 – CARLSBAD
JUNE 9 – CARLSBAD
JUNE 16 – CARLSBAD

NO MEMBERSHIP FEE
NO MAIL ENTRY
40% TROPHIES
$5.00 entry pay at gate.
100% pay back to experts.

GATES OPEN AT 6:30 a.m. RACE STARTS 9:00 a.m.
BEGINNERS - SCHOOL BOY CLASS (under 16 yrs. old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF
NEW ADDRESS:
12921 SKYPARK, SUITE E, IRVINE, CA. 92707
(714) 979-9233

RESULTS

USMRC MOTOCROSS
Pomona, Calif.
May 18, 1973
S/B JR
Jim Kennedy Hon
Bobby McGregor Hon
Gary Hidlebaugh Yam
S/B INT
Don Van Tassel Hon
100 JR
Gary Malott Yam
Jay Lennon Hon
125 JR
Randy Rosencrans Bul
Joe Rumney Suz
Rick Peacock Yam
125 INT
Allen Jones Ric
Jim Felton Pen
125 EX
Murray Hoffman Nag
Eric Olesen Pen
250 JR
Richard Tompkins CZ
Ken Funkhouser CZ
Dale Breeding Yam
250 INT
Mike Patchen Suz
250 EX
Murray Hoffman Yam
Dale Anderson Bul
Richard Duncan CZ
500 EX
Dave Boydstun B&S

AFM ROAD RACE
Riverside Raceway
Riverside, Calif.
May 20, 1973
SUPERSTREET
Steve McLaughlin Kaw
Rod Murufas Yam
Fred Walti Hon
OPEN PROD.
Steve McLaughlin Kaw
Reg Pridmore BMW
Wade Killen Kaw
500 PROD
Tom Casey Hon
350 PROD
Rod Murufas Yam
Scott Clough Yam
Bob Crossman Yam
250 PROD
Ken Gill Yam
Dennis Jones Yam
G. Klemm Yam
OPEN GP
Reg Pridmore BMW
Bob Endicott Hon
Bert Richardson —
350 GP
Elbert Tuner Yam
Jim Evans Yam
Tim Rockwood Yam
250 GP
Steve Froschauer Yam
Bruce Hammer Yam
Bob Hartley Yam
200 GP
Rudy Reynosa Yam
175 GP
Tom Hermon Kaw
Marty Lunde Duc
125 GP
Elbert Tuner Yam
Mike Baeder Yam
Kevin Stoffard Yam
SIDECAR
Jarman/Gervais
McNeal/Kerles
Ross-Clunes/
Ross-Clunes

MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
May 20, 1973
125 INT
Don Wickham Suz
Don Carlson Dal
175 BEG
Steve Kingdon Yam
175 JR
Mark Truman Yam
Leon Miller Kaw
250 BEG
Greg White Bul
Jack McCormick Yam
Tom Tomlinson Suz
250 NOV
Gilbert Gonzales —
Steve Lyon Suz
Paul Vogelsang CZ
250 JR
Jerry Diehl CZ
Jeff Jarni Yam
Bob Morse CZ
250 INT
Dave Hancock Bul
Chris Yonder Yam
Bill Lankford Yam
250 EX
Len Mellgren Suz
Ron Bandy CZ
Gary Stokes Mon
OPEN BEG
Mike Brown Bul
Robert Frances Hus
Mike White Mai
OPEN NOV
Brian Cross Yam
John Fry Yam
Ernie Ropbert Yam
OPEN JR
Ray Boal Hus
Steve Coronado Suz
James Hannenberg CZ
OPEN INT
Doug Benjamen Suz
James Hall Suz
OPEN EX
Carl Gazafy Yam
OLD TIMERS
John Miley CZ

AME MOTOCROSS
Indian Dunes
Valencia, Calif.
May 19, 1973
by Tom Corley
POWDER PUFF
Trudy Stubbs Bul
Cindy Kearney Bul
Denise Beardshear Hod
125 BEG
Jim Allyn Suz
John Oswald Suz
Kelley Swain Bul
MINI
John Forsythe Hon
Dean Larson Hon
100 BEG
Jim Roy Yam
Craig Parkinson Yam
Rick Thomas —
250 JR
Mike Jenkins Suz
Randy Lindberg Oss
500 JR
Ron Byars Mai
Bill Klea CZ
Dennis Agee CZ
OLD TIMER
Jim McCoy —
250 BEG
John Herrin Yam
Robert Casey Suz
Greg Johnson Yam
250 JR
John Caldwell Hon
Larry Greer Hon
John Grossini Hon
500 SR
Stan Barnett Hus
Cole Hastings Hus
125 SR
James Beck Mnk
100 JR
Vince King Suz
Larry Griffin Hod
125 JR
Mark Aney —
Chris Lansford Pen
500 BEG
Rodney Jones Yam
John Mitten Yam
Leigh Dennis CZ

BAD ROCK
2 Day Trial
Weston, Ore.
May 18-19, 1973
1ST OVERALL
Jack Penton Pen
100cc
Bill Uhl Pen
Dane Leimback Pen
Kenny New Hod
125cc
Dick Burleson Hus
Bob Canfield Hod
Doug Wilford Pen
175cc
Jeff Penton Pen
Bill Friant Pen
Mike Poe Yam
250cc
Carl Cranke Pen
Malcolm Smith Hus
Don Stover Hus
350cc
Jack Penton Pen
Jim Fogle Rok
Charles Bethards Bul
OPEN
Dave Eames Yam
Eric Jensen Kaw
Mike Patrick Kaw

SUPER FUN MOTOCROSS
Saddleback Park
Irvine, Calif.
May 19, 1973
MINI
Mike Dacich Hon
Carl Anderson Hon
Mark Spraggins Ind
100 BEG
John Friesen Yam
Hal Richardson Yam
Jeff McCord Hod
100 NOV
Don Codrea Hod
Richie Collins Pen
Mike Freeman Hon
100 JR
Brian Baughn Hon
Bill Melanson Yam
125 BEG
Bill Meyers Suz
Bob Beauvars Suz
Brad Wyatt Suz
125 JR
Jim Wright Yam
Cliff W. Pen
Dean Hammons Bul
250 BEG
Tom Cowell CZ
Gary Denton Yam
Ron Thompson Hus
175 BEG
Phil Cowan Yam
250 NOV
Charles Richardson Yam
Greg Doolin Bul
Gary Calvert Yam
250 JR
Mike Chval Yam
Tom Beales CZ
Phil Cowen Yam
250 INT
George Trejo Yam
125 EX
Stu Egli Bul
Gary Dillon Suz
Tom Cooke Bul
250 EX
Jack Riggi CZ
Shawn Huffman CZ
Randy Berkeley Hus
OPEN BEG
Mike Henderson Mai
Larry Wilson CZ
Mike Phillips Mai
OPEN NOV
Roger Cook CZ
OPEN JR
Chuck Enscoe CZ
Steve Tucker Hus
Tom Whitimer Hus
OPEN INT
Rob Dunsire CZ
Ollie Senechal Mai
Chuck Williams CZ
OPEN EX
Bill Ctray Yam
OLD TIMERS
Warren Wright Mai
Mike Jenkins Hus
Bob Gonzales CZ

MOTOCROSS
Saddleback Park
Irvine, Calif.
May 20, 1973
by James Mock Inc.
TEAM
J. M. I Hilltoppers
250
Gary Peterson Yam
360
Bill Mathison Yam
Craig Mock Yam
400
Kerry Peterson Mai
500
Elon Peterson Mai
2nd OVERALL
Kerry Peterson Mai

SHORT TRACK & HALF-MILE
Corona, Calif.
May 16, 1973
by Elaine Jones
SHORT TRACK
MINI A
Jim Hall Hon
Jeff Wright Hon
Gary Ontiveres Yam
MINI B
Mark Scroggins Hon
Jim Renwick Yam
Ricky Livingston Yam
100 NOV
Jon Elinsky Yam
John Stiemsma Kaw
Jeff Wright Hon
100 AM/EX
Vince Mead Kaw
Troy Fisher Kaw
Tim McWhorter Kaw
125 NOV/EX
Steve Okuda Yam
Richy Volk Yam
Steve Stiemsma Yam
250 NOV
Joe Pennington Bul
Dennis Williams Bul
Manuel Ontiveres Oss
250 AM
Gary Juola Yam
Terry Griner Yam
Rich Cunningham Bul
250 EX
Jerry Greer Yam
Jim Wright Hon
Dick Lewis Ric
OPEN NOV
Kent Wilson Mai
Jerry Sill CZ
Bill Barning Mai
OPEN AM/EX
Walt Foster Yam
John Hoffard Bul
Jim Wright Bul
HALF-MILE
100 NOV
Robert Gerbasi —
Jon Elinsky Yam
Chris Morland Kaw
100 AM/EX
Troy Fisher Kaw
Vince Mead Kaw
Steve Lyons Suz
125 NOV/AM
Terry Griner Yam
Richy Volk Yam
Al Glover Yam
250 NOV
R. P. Bodenhamer Mon
Charley Ptaschek Yam
Chris Armstrong Yam
250 AM
John Matherson* Bul
Ed Ueckert* Yam
Rick Goade Yam
Terry Griner —
250 EX
Rob McEwan —
Roger Dobbins Yam
Jerry Greer Bul
OPEN NOV
Mike Rohn Yam
Danny Lanner Yam
Bill Barning Mai
OPEN EX
Rob MacEwen Yam
Walt Foster Yam
Jim Wright Bul
* Denotes tie

HALF-MILE
AMA Ascot
Western Regional Finals
Gardena, Calif.
May 18, 1973
EX MAIN
Dave Aldana Nor
John Hateley BSA
Tom Horton Tri
Terry Dorsch Tri
Ron Moore Nor
Denny Kanegae Nor
Ron Powell Tri
Larry Gino Tri
Chuck Hart Yam
Gary Scott Tri
Brian Laplante Tri
Mert Lawwill H-D
JR MAIN
Rick Hocking Yam
John Gennai Tri
Mike Renslow Suz
Bob Morrison Nor
Hank Scott Yam
Rex Barratt Tri
Devon Sowell Tri
Jim Tuell Nor
John Sperry Tri
Bob Sanders Nor
NOV MAIN
Tom Berry Yam
Randy Miller Yam
Nick Nazzisi Yam
Gary Bevans Bul
Ryan Gifford Yam
Chuck Soderstrom Yam
Lyle Moore Yam
Randy Griffith Yam
Bill Calicura Bul
John Allison Kaw

HRA TT & HALF-MILE
395 Cycle Park
Adelanto, Calif.
May 20, 1973
by Imogene Reese
HALF-MILE
125/250 AM/EX
Jack Langston Yam
Rich Lizardo Bul
Terry Griner Yam
OPEN AM/EX
Earl Roloff Yam
Mike Laney Yam
Pat Dale Tri
100 NOV
Craig Roloff Yam
Eddie Drake Kaw
Jay Bales Kaw
250 NOV
Larry Patton Bul
Ronald Paris Yam
P. Bodenhamer Mon
125 NOV
Brian Coakley Kaw
Albert Ring Yam
Greg Wilburn Yam
OPEN NOV
Jim Nosek Yam
Ronald Paris —
Willey Suhouy —
MINI
John Bales Kaw
Penrod —
TT
100 NOV
Jon Elinsky Yam
Jay Bales Kaw
Toby Sweaney Kaw
250 NOV
Jim Nosek Bul
P. Bodenhamer Mon
Dennis Curd Bul
125 NOV
Greg Wilburn Yam
Brian Coakley Yam
Scott Walker Yam
OPEN NOV
Jim Nosek Yam
Owen Traifor Yam
Leonard Kaster BSA
MINI
Shawn Pettis —
David Batyi —
125/250 AM/EX
Gary Evans Kaw
Rich Lizardo Bul
Rip Sweaney Kaw
OPEN AM/EX
Earl Roloff Yam
Pat Dale Tri
Lonnie Martin Tri

SALE

B B WALKER
Wedge Heel
16" Lace-Up
All Leather-Top Grain
Reinforced Stress Points
Shin Protection
Size 5—13
Reg. $28.95
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Wedge Flat Bottom
Steel Guard Toe
Ankle & Shin Pads
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RESULTS

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
May 12, 1973
by Dale Teubner

MINI	
Todd Miller	Hon
John Gless	Hon
Bobby McGregor	Hon
100 BEG	
Kevin Dahlin	Yam
Mark Villegas	Yam
Jim Carlson	Yam
100 JR	
Mike DePhillips	Yam
Ken Morgan	Yam
Mark Allee	Yam
125 BEG	
Norman Ludwig	Yam
Steve Rosenbauer	DKW
Chuck Catero	Yam
125 JR	
Eduardo Garcia	Puc
Morris Mena	Suz
Dane Scott	Yam
250 BEG	
Tim Wyant	CZ
Mark Ripley	Hon
Chuck Pluim	Yam
250 JR	
Eddie Johnson	Yam
Mark Sullivan	CZ
Rick Fifield	Suz
500 JR	
Dana Gavis	CZ
Steve Terry	Kaw

TROJAN SPEEDWAY
South Gate, Calif.
May 10, 1973
by Elsie Hamilton

100 TT SR	
Allen Swett	Hon
Mike Minnig	Hod
100 TT JR	
William Ritger	Yam
Ray Neveau	Suz
125 TT SR	
Allen Swett	Hon
125 TT JR	
Danny Hukill	Yam
Dan Hopkins	Yam
Jerry Cook	Yam
125 TT JR	
Robert Myers	Yam
Rickey Hukill	Yam
Duane Gallager	Yam
100 FT SR	
Mike Minnig	Hod
100 FT JR	
Tom Prewat	Yam
Ray Neveau	Suz
Joe Vallee	Hod
125 FT	
Duane Gallager	Yam
Jerry Cook	Yam
Danny Hukill	Yam
250 FT	
Jeff Wiles	Yam
Don Hansen	Yam
Glen Scott	Yam
BUDDY RACE	
Allen Swett	
Mike Minning	
Tie for 1st	
Danny Hukill	
Ricky Hukill	
Tie for 2nd	

AME MX
Indian Dunes
Valencia, Calif.
May 12, 1973
by Tom Corley

250 INT	
Glen Trainer	CZ
250 SR	
John Caldwell	Hon
Dennis Himes	CZ
Bill Wolf	Hon
500 SR	
Chuck Lampe	Mai
Cole Hastings	Hus
Craig McCann	CZ
100 BEG	
Jim Roy	Yam
Jim Goldberg	Pen
Manny Angulo	Suz
MINIS	
John Forsythe	Hon
Dean Larson	Hon
POWDER PUFF	
Pat Jones	Yam
250 JR	
Steve Miller	Hon
Phil Taylor	Hon
Gerry Milota	CZ
500 JR	
Randy McKee	CZ
Tim Imhoff	CZ
Jack Blackwell	Hus
125 SR	
Gary Heckerson	Puc
John Clark	Ric
125 INT	
Jim Borden	Suz
100 JR	
Bill Marion	Yam
Robert Brown	—
Tommy Luerd	Yam
125 JR	
Skip Rueter	Suz
Janice Garcia	Pen
Barry Nachos	Pen
250 BEG	
Mike Webb	—
Joe Jones	Yam
Mike Carter	CZ
500 BEG	
Bruce Aderbeck	Yam
Rod Jones	Yam
Bob West	Yam
OLD TIMERS	
Vidar Anderson	—
Jack Blackwell	Hus
S. Hones	—
125 BEG	
Rob Rollins	Bul
Doug Clagg	Bul
Warren Roberts	Puc

AME MOTOCROSS
Indian Dunes
Valencia, Calif.
May 13, 1973
by Tom Corley

500 SR	
Rick Brown	CZ
Jim O'Neil	Mai
Bill Rubley	CZ
500 INT	
Tom Hainley	CZ
Randy Schmitz	CZ
Jeff Szueber	Yam
100 JR	
Jim Davis	Hod
Ken Bates	Pen
Jeff Drummen	Hod
125 JR	
Eric Ernest	Hod
Jeff Tibbitss	DKW
George Viens	Mon
500 JR	
John Wozniak	CZ
Larry Garley	CZ
Calvin Latour	Mon
125 INT	
Pug Ferrerra	Pen
Harry Gibson	Pen
Michael Gibson	Pen
250 JR	
M. Mukonery	Suz
Kevin Tucker	Bul
Fulton Tidwell	Hon
125 SR	
Jim Hale	Pen
Shane McDonald	Suz
Greg Hickson	Puc
100 BEG	
Steve Coach	Yam
Dave Bush	Bri
Jeff Moll	Yam
POWDER PUFF	
Kim Herbert	Ric
MINIS	
Louis Lirduale	Hon
OLD TIMERS	
No. 7	—
250 SR	
Greg Robertson	CZ
Tony Rogers	CZ
Tracy Oswell	CZ
500 BEG	
Tom Glover	Hus
James Bell	—
Steve Simpson	Hus
125 BEG	
Alan Drake	Suz
Tom Bice	Suz
Bobby Cochran	Mon
250 INT	
Steve Bebeck	CZ
Jeff Browning	Mon
Jeff Osborn	CZ
250 BEG	
W. Durham	CZ
Tom Ryda	CZ
Alan Pennington	—

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
May 13, 1973

OPEN 1st DAY	
Bix Dunlavy	Yam
Art Stevenson	Suz
Dennis Keaton	Mai
OPEN BEG	
Denny Chavis	Yam
Steve Phillips	CZ
Bob Savage	Yam
OPEN NOV	
Tom Brockman	Mai
Tom Brunner	Hus
Mike Peters	Mai
Larry Moulton	Suz
250 INT	
Gary Hymes	CZ
Richard Sciuto	CZ
250 EX	
Jack Riggi	CZ
Kevin Crawford	Hon
OPEN EX	
Tim Davison	CZ
Dave Boydston	B&S
250 1st DAY	
Ralph Dubois	Hus
Mike Dahn	Bul
James Hunsinger	Hon
Dave Stewart	Yam
250 BEG	
Glenn Tanaka	Bul
Jeff Tait	Suz
Dan Quin	Bul
David Boyce	Bul
Gordon Ledford	CZ
Scott Crawford	CZ
250 NOV	
Rick Anaya	CZ
Richard Smith	Yam
Jim Ruth	Hus
Steve Delano	Mai
Tom Cross	Suz
Jeff Larsen	Suz
175 1st DAY	
Kirk Kimbell	Yam
175 BEG	
Marvin Masuda	Yam
175 NOV	
Brian Kenner	Yam
175 INT	
Mark Ritchie	Yam
POWDER PUFF	
Stacey Bell	Hus
100 EX	
Richard Hansen	DKW
125 INT	
Greg Lersch	Pen
125 EX	
Eddie Cole	Pen
Berry Porter	—
125 1st DAY	
Robert Dubois	CZ
John Dunn	Mon
Rick Wood	Hod
125 BEG	
Ralph Thomure	Hon
Jeff Clausen	Suz
Tim Young	Suz
Steve Hester	Yam
Norman Ludwig	Yam
125 NOV	
John Kavanaugh	Suz
Steve Davison	Pen
Skip Taylor	Pen
Fred Webb	Pen
Pat Kelly	Yam
Mike Peters	DKW
Alex Posca	Ric
100 1st DAY	
Patrick McMonegal	Kaw
Don Miller	Yam
100 BEG	
Greg Bartock	—
Randy Jepsen	Yam
Steve Schilling	Yam
100 NOV	
Gene Woods	Hod
Bob Quintin	Yam
Mark Freeman	Yam
Bryan Daniel	Hod
Marco Baljeu	Yam
MINI 1st DAY	
Byron Barr	Hon
Richard Mendenhall	Yam
MINI BEG	
Mike Laenger	Yam
MINI NOV	
Kirk Hazard	Yam
MINI INT	
Duane Mapes	Hon
MINI 1st DAY	
Sam Wille	Hon
MINI BEG	
Steve Shelton	Hon
MINI NOV	
Bob Quintin	Hon

MOTOCROSS
Rainier Amateur
MX Series
West Delta Park
Portland, Ore.
May 12, 1973
by Jan Newman

MINI	
Jerry Pillar	Yam
Curtis Blasdell	Yam
Mike Ormsb	Bon
Joe Thuney	Hon
Bryan Lynn	Hon
Matthew Sayre	Ste
100	
Tim Moss	Yam
Buzzy Becker	Hod
Dave Egli	Yam
Gary Eckleman	Yam
125 JR	
Pat Emmons	Hod
Roger Storm	Yam
Nick Rhine	Yam
David Kellogg	Suz
Gary Sellards	Puc
Sam Shawe	DKW
125 SR	
Rick Burgett	Yam
Chet Davis	Bul
Harry Simmons	Yam
Butch Waymire	Nog
Dave Bunker	Pen
Lynn Gregory	Yam
250 JR	
Ernie Robison	Hon
Bart Price	Yam
William Flemming	Bul
David Peck	Hus
Jerry Eichentopf	Yam
Michael Smith	Mai
250 SR	
Bob Reed	Yam
David Ellett	Hon
Steve Bryant	Yam
Jim Bollerud	Hon
Robin Ryerse	Hon
Ed Swendson	Yam
360 JR	
Mark Ruple	Mai
Tom Eastham	Hus
Mel Miller	Yam
Tom Whisler	Hus
Richard Underwood	Bul
Howard Reder	Mai
OPEN	
Bert Noble	Yam
Kerry Rose	Mai
Mike Crandall	CZ
Kim Mamb	Hus
Rick Newman	Yam
Robby Ohge	CZ

MOTOCROSS
Carson City, Nev.
Tahoe Carson M.C. Inc.
May 13, 1973

POWDER PUFF	
Blythe Harrington	
Chris Rudd	
Jan Thorson	
100 NOV	
Jerry Canocic	
Barry Reeg	
Mike Marshall	
125 NOV	
Casey Griffith	
Jesse Jacobs	
Tony French	
Robert Woodsford	
250 NOV DIV I	
Guy Pronovost	
David Medich	
Chuck Rodrick	
250 NOV DIV II	
Rick Schopen	
Dan Waller	
DAvid Nelson	
OPEN NOV	
Dave Laughlin	
Dennis Hartshorn	
Dennis Bergey	
Maurice Sanchez	
125 AM	
Jack Mellgin	
Jim Gulbrandson	
125 EX	
Danny Turner	
Charlie Marshall	
Kevin Henry	
250 AM	
Danny Olsen	
Gary Ceragoli	
Kim Reeg	
250 EX	
Danny Turner	
Steve Thompson	
Jeff Loff	
Rick Clement	
OPEN AM	
Casey Vail	
Bruce Harris	
OPEN EX	
Charlie Marshall	
Fred Rogers	

BICYCLE MOTOCROSS
May 12, 1973
by Scot Breithaupt

BEG	
Miron Chauvin	
Ken Larson	
Mike Kruse	
Marty Gomez	
NOV	
Dana Bowler	
Nick Tchir	
Mike Mohler	
EX	
Terry Zimmerman	
Cliff Lett	
Tom Francis	
Curtis Bennett	
*103 Entrants	

MOTOCROSS
De Anza Cycle Park
Riverside, Calif.
May 6, 1973

MINI BIKES	
Shelby Shamblin	Kaw
Dean Albin	Kaw
MINI CYCLE	
Joe Spangler	Ind
Tim May	Hon
Kevin Copeland	Yam
100 — A	
Ruben Roman	Yam
Kenny Trask	Yam
100 — B	
Teddy Albright	Yam
125	
Mike Kohl	Hod
Max Aldridge	Suz
Fred Schmidt	Mon
250	
Darrel Allen	Yam
Mike Huddleston	Hon
Greg Heisler	—
250 — B	
Swede Halverson	Hus
250 — C	
Bob Secombe	Cop
Mike Owens	Yam
OPEN	
Alan Thompson	Yam
Jerry Howard	CZ
POWDER PUFF	
Mollie Jones	Pen
Penny Terry	Bul

49er ENDURO
Polka Dots M.C.
Foresthill, Calif.
Apr. 29, 1973

125 A	
Jim Jenkins	Hon
Louis Fender	DKW
Rod Goehring	DKW
Jim Newsom	Pen
250 A	
Hawley Slayton	Bul
Ralph Hamilton	Pen
George Newsom	Pen
Tom Patton	Bul
David Jensen	Mon
John Troutt	Pen
OPEN A	
Jerry Jenkins	Yam
Robert Rogstad	Hus
George Johnson	Hus
John Krause	BSA
Ben Bower	Hus
Marvin Hurlburt	Hus
Charles Morgan	Yam
125 B	
Philip Haszard	Hon
Johann Tam	Hon
Alfred Haner III	DKW
Pat O'Shaughnessy	SAC
250 B	
John Pritchard	Oss
David King	Hon
Gary Fontaine	Hon
Leonard Brunelli	Bul
Milton Fandrich	Suz
Charles Hodge	Suz
Larry Kerbs	Mai
Richard Reinmuth	Pen
James Freeman	Hus
OPEN B	
Harold Chaney	Yam
George Hendrix	Yam
Jim Blagg	Hus
John McGaughey	Hus
Larry Flint	Yam
Marvin Peterson	Yam
Harvey Abel	Hus
Kevin Ingalls	Yam
125 C	
Doug Noell	Pen
Larry Thompson	Yam
Larry Bays	Hon
Charles Fair	Yam
250 C	
Scott Garcia	Yam
Jon Strong	Suz
Eldon Brandenburg	Hon
Fred Thomas	Suz
Wendell Ellis	Oss
Clay Crabtree	Hus
Charles Chipman	Bul
OPEN C	
Randy Carles	BSA
James Thomsen	Hus
Charles Jensen	Yam
C. Kreidler III	Hus
Larry Slape	Suz
TEAM	
1ST	
Charles Morgan	
Ralph Hamilton	
Jerry Jenkins	
2ND — 2+2 Racing Team	
John Trout	
Gary Clark	
George Hendrix	
3RD — The Knobbies	
Don Cantaloupi	
Jim Newsom	
George Newsom	
4TH — Mountaineers	
Daryl Hall	
Joe Von Harten	
Richard Deeg	
5TH — Moto Bultaco	
Dave Ekins	
Greg Ekins	
Tom Patton	

ENDURO
Shamrocks M.C.
Kentucky Springs, Calif.
May 6, 1973

FIRST OVERALL	
W. Burton	Hur
A HVWGT	
A. Covington	Yam
W. King	Yam
N. Holt	Yam
A-LTWT	
W. Burton	Hus
1st overall	
F. Hayes	Pen
D. McKinney	Yam
A-TRAIL	
C. Bare	Hod
R. Sheridan	Pen
M. Bubeck	Hod
B-HVY	
D. Ruffell	Yam
M. Tiehen	Yam
P. Wilson	Kaw
B-LTWT	
D. Gross	Yam
S. Freeland	Yam
W. Harper	Bul
B-TRAIL	
A. Wetterer	Suz
T. Ankerson	Ric
S. Shepard	DKW

TT
Perris Raceway
Perris, Calif.
May 12, 1973
by Carolyn Graves

100 NOV	
Larry Monroe	Kaw
Bill Stafford	Kaw
George Aguilar	Yam
125 NOV	
Mike Kohl	Yam
Dee Toth	Suz
Robert Goodwin	Gem
100/125 AM/EX	
Jim Wood	Kaw
Rex Hailey	Bul
Jeff Springman	Yam
175/200	
Stan Ludwig	Bul
Bob Lynch Jr.	Bul
Bob Friese	Hon
250 NOV	
Wiley Miller	Kaw
Mike Kohl	Cop
Tim Thibodeaux	Yam
250 NOV	
Elbert Turner	Yam
Artie Nay	Bul
Jeff Miller	Bul
250 NOV	
Clyde Dennew	Bul
Don Boon	Kaw
Bill Carpenter	Yam
250 AM/EX	
Rex Hailey	Bul
Michael Beck	Oss
Frank Schnetz	Bul
NOV MOTO	
Roby Holladay	Mai
Jim Murdock	Yam
Fred Martz	Mai
NOV MOTO	
Chuck Markley	Yam
Jim Carley	Yam
Jesse James	Yam
AM/EX MOTO	
Mark Reichart	Yam
Kirk Redding	Mai
Paul Lambert	CZ
MINI A	
Jamie Colsor	Kaw
Jeff Runyon	Hon
MINI B	
Freddie Armenta	—
Pat Richmond	Hon
MINI C	
Steve Zimmerman	Yam
Scott Smith	Yam
Ricky Clulb	Yam
MINI D	
Shane Racine	Hon
Doug Kemper	Yam
Jerry Kambo	Yam

TT
Elsinore Raceway
Elsinore, Calif.
May 12, 1973

MINI	
Randy McIntyre	Yam
Doug Nicol	Suz
Lowell Nelson	Hon
100 NOV	
Scott Winkler	Kaw
Jack Holman	Yam
Paul McPerson	Yam
125 NOV	
Rick Andersen	Yam
Donald Flowers	Yam
Tom Mitchell	Yam
250 NOV	
Gregg Withite	Yam
Graig Manning	Bul
Richard Greer	Kaw
500 NOV	
Don Meiner	Yam
Tom Nocerino	BSA
Marty MaClean	Suz
SPEC NOV	
Richard Greer	Kaw
Don Meiner	Yam
Robert Christ	Yam
100 INT/EX	
Randy Bird	Kaw
Doug Nicol	Suz
Jon Elinsky	Yam
125 AM/EX	
Tim Melancon	Yam
Donald Flowers	Yam
Ken MacBeth	Yam
250 AM	
Chuck Bonham	Yam
Tom Davis	Yam
250 EX	
Larry Bird	Mon
Rod Sexton	Yam
Scott Nicol	Bul
OPEN EX	
Larry Bird	Mon
Rod Sexton	Yam
Tom Davis	Yam
SWEEPSTAKES	
Larry Bird	Mon

CHOWCHILLA SCRAMBLES
Chowchilla, Calif.
May 6, 1973
by Paul Falvey

BANTAM MAIN	
Neil MacDannald	Pen
Doug Garrison	Suz
Curt Lange	Suz
Eric Gifford	Yam
Richard Fritz	Yam
Doug Avant	Pen
Jeff Bell	Suz
Dale Jones	Yam
Randy Myers	Yam
Harold Santora	Hod
Randy Talley	Yam
Dwane Snell	Yam
LTWT MAIN	
Tom Francisco	Yam
Neil MacDannald	Hon
Doug Garrison	Suz
Britt Davis	Bul
Richard Hill	Hon
Richard Fritz	Bul
Randy Tally	Bul
Rick Reed	Bul
Keith Rudolph	Kaw
Dan Roufs	Ric
Art McCrachen	Bul
Jim Bell	Suz
0-80cc MAIN	
Jim McIntyre	Hon
Danny King	Yam
Don Howard	Suz
Rodney Sullivan	Ind
Rickey Talley	Suz
Randy Smart	Suz
Scott Reed	Hon
Britt Collins	Hon
OPEN JR/EX MAIN	
Dave Baker	Yam
Mark Tracy	CZ
Doug Garrison	Suz
Stan Champlin	Suz
James Reed	BSA
OPEN NOV MAIN	
David Bump	Suz
John Dignan	Hon
Matt Staab	Bul

MINIS
Trojan Speedway
Southgate, Calif.
May 15, 1973
by Elsie Hamilton

PEE WEE	
John Allred	Ind
Jimmy Miller	Ind
Dawn Andersen	Ind
1-3HP 7 + 8 YRS	
Randy Bennett	Tor
Tracy Smith	Ind
1-3HP 12-14 YRS	
Todd Petersen	Tor
Steve Moore	Yam
0-60cc 7-11 YRS	
Dennis Kungle	—
Derek Blank	Yam
Gary Adams	Yam
0-80cc 9-11 YRS	
Joey Hamilton	Hon
Shon Andersen	Hon
Jimmy Simmons	Hon
0-80 12 & OVER	
Richard Simmons	Hon
Jim Holly	Yam
Bill Jewett	Hon
HOT SHOES	
Todd Peterson	Ind
Renee Payen	Hon
FLAT TRACK	
JR	
Rick Heckler	—
Jimmy Simmons	Hon
Dennis Kungle	—
SR	
Joey Hamilton	Hon
Todd Peterson	Ind
Renee Payen	Hon

SCRAMBLES
Lodi Cycle Bowl
Lodi, Calif.
May 12, 1973
by Bill Spencer

100 NOV	
Carey Mitosikka	Suz
Gary Caves	Yam
G. Pietryszkiewicz	Suz
100 JR/EX	
Mike Rizzuto	Kaw
Danny Burton	Kaw
125 NOV	
Bill Lukens	Yam
Cary Wilson	Pen
Tim Christiansen	Yam
125 JR	
Dan Rackley	Suz
John Madrid	Pen
Don Clayton	Suz
125 EX	
Mark Smith	DKW
Ron Alsop	Bul
175 NOV	
Gary Caves	Oss
Rich Park	Yam
200 NOV	
Mitch Steenhoudt	Bul
Dennis Bradsnow	Bul
175-200 JR	
Bobbie Hohstadt	Bul
Steve Long	Bul
250 NOV	
Steve Turner	Mon
Ed Heeney	Bul
Joel Hale	Yam
250 JR	
Luther Holbrook	Yam
Dave Burton	Kaw
Al Mendoza	Bul
250 EX	
Mike Kalamaras	Bul
Ron Alsop	Bul
Steve Eklund	Yam
350 NOV	
Rickie Eklund	Bul
350 JR	
Brian Davis	Yam
Bob Morris	Yam
500 NOV	
Tom Maffia	Yam
Pete Pawliszyn	Yam
500 EX	
Dick Anderson	BSA
Gene Arnaiz	Suz
Ray Huff	Suz
650 NOV	
Jack Pfeifer	Tri
650 JR	
Gary Bryant	BSA
Arnold Feickert	BSA
650 EX	
Rick Otto	Tri
Mike VanLienden	BSA
Phil Anderson	BSA

TOP 20 ENDURO POINTS DIST. 36
As of 4/29/73
by Bill Spencer

	Pts.
Jerry Jenkins	94
John Krause	58
Robert Rogstad	55
Bob Keys	54
Hawley Slayton	51
Ben Bower	50
Dick Sangalli	43
George Johnson	36
Jim Jenkins	34
John Nelson	33
Jim Newsom	28
John Troutt	28
Bob Marllarkey	24
Conrad DeAlba	22
Eric Erickson	22
Ralph Hamilton	22
Glen Clinton	20
Dick Harvey	20
George Newsom	20
Don Stover	20

MOTOCROSS
Moreno Valley M.C.
De Anza Cycle Park
Sunnymead, Calif.
May 12, 1973

MINI BEG	
Lloyd Lawrence	Yam
Curt Barrett	Yam
100 BEG	
Jim Owensby	Suz
100 JR	
George Forte	Yam
125 BEG	
Frank Grisham	Yam
Doug McGowen	Suz
Max Aldridge	Suz
Richard Owensby	Suz
Buzz Heisler	Yam
George Good	Kaw
125 JR	
Bob Hoover	DKW
Richard Cherland	Yam
175 BEG	
Jim McGowen	Suz
Phillip Porier	Yam
175 JR	
Dwayne Vanderby	Yam
250 BEG	
Garry Wilt	Yam
Daniel Lesnikoff	Yam
Dan Hundley	Yam
Steve Grotness	AJS
Bruce Villotti	Yam
250 JR	
Don Basemore	Hon
Greg Heisler	CZ
OPEN BEG	
Thad Tollstrup	Mai
OPEN JR	
Tom Brockman	Mai

MOTOCROSS
Rawhide Park
Elsinore, Calif.
May 13, 1973

MINI	
Keith Pagel	Ind
Andy Northrup	Hon
100 BEG •	
Steven Pagel	Yam
Rick Steward	Yam
100 NOV	
David Taylor	Yam
125 BEG	
Fred Knapp	CZ
Harvey Murquia	Hus
Joe Gregorio	Pen
Neal Potter	Ric
Jim Roberts	Suz
125 NOV	
John Clark	Ric
Tom Gildea	Mon
250 BEG	
Paul Davidson	Suz
Cam Bonner	Hus
Dennis Greene	AJS
Dave Nichols	Hon
Ron Roberts	Suz
Jim Wossman	Yam
Gary Makowski	Hon
Mike Jennings	Yam
250 NOV	
Danny Hoffer	Mon
Robert Swager	CZ
Gary Calvert	Yam
Mark Carter	Suz
250 INT	
Scot Doornbas	Hon
250 SR	
Richard Kaeding	Hon
Rusty Carter	Suz
OPEN BEG	
Mark Boehm	Hus
OPEN NOV	
Ed Black	Suz
OLD TIMERS 250	
Frank Bua	Yam
OLD TIMERS OPEN	
Bob Millner	Yam

R.A.C.E. NIGHT MOTOCROSS
Corona Raceway
Corona, Calif.
May 11, 1973
by Dale Teubner

MINI	
Harlan Kistler	Hon
Jack Browning	Hon
Scott Tipton	Hon
SUPER MINI	
Brian Myerscough	Hon
Tom Schoney	Hon
David Oller	Hon
100 JR	
Richee Collins	Pen
Jeff Bean	Yam
Mark Hanson	Hod
125 JR DIV I	
Jackson Kistler	DKW
Skip Cristy	Yam
Mike Lindberg	Kaw
125 JR DIV II	
Bill Diesel	Pen
Gary Doyen	Pen
Mike Effenberger	Puc
250 JR DIV I	
Jack Ausmus	Yam
Wayne Melanson	Hon
Skip Gallagher	Kaw
250 JR DIV II	
George Nance	CZ
Jim Ruth	Hus
Lee Evans	Yam
500 JR	
Ron Miller	Mai
Alan Thompson	Yam
Mike Ballou	CZ
125 INT	
Norm Bigelow	Suz
Tim Buck	CZ
Allan Tilford	Nag
125 SR	
Bill Henderson	DKW
Chuck Lunde	Suz
Dave Carlson	Pen
250 INT	
Pete Smith	Bul
Jeff Jarvi	Yam
Kevin Crawford	Hon
250 SR	
Chuck Lunde	Suz
Mile Flanagan	CZ
500 INT	
Russ Miller, Jr.	Mai
Kenny Green	CZ
Gary L. Barber	Hus
500 SR	
Rex Staten	Mai
Dennis Chandler	CZ
Gene Martin	Mai

RESULTS

CRC ENDURO ROADRUNNER
Lucerne Valley, Calif.
Apr. 29, 1973
by The Shadow

OPEN A	
Wally Jordan	Jaw
John Lockridge	—
OPEN A OVER 35	
Wally Albright	BSA
Ray Jordan	—
250, 175, 125 A	
Samuel Lyman	Kaw
Irvin Sinclair	Hod
Robert Roach	—
OPEN B	
Ernie Buckels*	Bul
Doral Eckhardt*	Hus
Larry Twait	Hus
Frank Rieg	—
OPEN B OVER 35	
John Richardson	Suz
Sid Sutton	Yam
Bob Dieschlag	—
250 B	
Ben R. Farner	Oss
Vern Hall	Hon
Ken Hamlyn	Yam
R. J. Culp	Yam
250 B OVER 35	
Dean Hasert	Yam
Norman Blackmer	Kaw
Bill Graff	Yam
250 B UNDER 16	
Harold Dyer	Kaw
Billy Kaiser	—
175 B	
David Martin	Kaw
Del Nixon	Yam
M. L. Le Febure	—
125 B	
David Lemaster	Hon
Jack Worden	—
125 B OVER 35	
Bill Steffensen	—
J. D. Reed	—
Frank Pollard	—
OPEN C	
Dennis Betscher	Hus
Mark Marcus	Mai
Dave Hickman	Kaw
OPEN C OVER 35	
Art Windsor	Yam
Carl Wonsetler	Yam
Bob Taylor	Kaw
OPEN C UNDER 16	
Bob Leffort	Yam
250 C	
Ron Mosley	Yam
Robert Christian	CZ
Robert Severson	Yam
250 C OVER 35	
R. L. Woods	Suz
Ron Uhl	Yam
Lowell Harris	Yam
250 C UNDER 16	
John Lembi	Bul
Tim Kessel	—
Tony Cumberland	—
175 C	
Morgan Lewis	Yam
Gene Morrill	—
Ken Sandston	—
175 C OVER 35	
Bill Ruhl	Yam
Dick McFarland	—
Jim Critchfield	—
175 C UNDER 16	
Steve Hasert	Yam
Kenny Beauder	Yam
Thomas Gould	—
125 C	
Joe Broome	Yam
Mike Shoemaker	DKW
Gary Turner	—
125 C OVER 35	
Gordon Sanford	Yam
Virgil Collier	—
125 C UNDER 16	
Mike Long	Kaw
Randy Smith	Hon
Scott Escher	—
100 C	
Randy Baker	Hod
Tom Taylor	—
Greg Graff	—
100 C UNDER 16	
Jim Peters	Hon
Thomas Knight	Ste
POWDER PUFF	
Sandra Rickard	Kaw
Jodeen Betscher	Yam
Vickie Christian	Bul
MINI	
Ross Klatt	Yam
BUDDY	
Don Knight / Karon Steele	Oss
FATHER/SON	
Dean an / Steve Hasert	Yam
Ron and / Mike Uhl	Yam
Dave and / Mike Cody	Hon
HUSBAND/WIFE	
Dennis and / Jodeen Betscher	Hus/ Yam
Lowell and / Dee Harris	Yam/ Suz
R. L and / Sandra Woods	—
FATHER/DAUGHTER	
Donn and / Sandra Rickard	—
SWEEPSTAKES	
Ron Mosley*	Yam
R. L. Woods*	Suz

* Denotes tie

AME MOTOCROSS
Rawhide Park
Elsinore, Calif.
May 20, 1973
by Tom Corley

250 JR	
Fulton Tidwell	Hon
Guy Barber	CZ
Calvin Latour	Mon
250 BEG	
Rob Gordon	Yam
Larry Jones	CZ
Chuck Hunt	CZ
250 SR	
Tracy Oswell	CZ
Time Holm	CZ
Jim LaTendresse	—
125 INT	
Michael Gibson	Pen
Chuck Wagner	—
125 SR	
Richard Campbell	Suz
Jauier Murgia	Hus
Mike Glib	Hus
250 INT	
Perry Black	Bul
Richard Leonard	CZ
Jeff Browning	Mon
500 INT / 1500 INT	
George Wegner	CZ
Norman Payne	—
100 BEG	
Bruce Ziegler	Yam
Darryl Griew	Yam
Bret Park	Hod
500 JR	
John Wozniak	CZ
Larry Garley	CZ
Mike Dosh	CZ
500 BEG	
Will Copeland	CZ
OLD TIMER	
G. Foreman	Suz
Vern Stanciford	Mon
Gene Parks	CZ
100 JR	
Jeff Sanchez	Hod
125 JR	
Jon Hagar	Bul
Mike Foreman	Hus
Dana Nelson	Suz
MINICYCLES	
Jim Sarver	Yam
Chris Scott	—
Debbie Kelley	Yam

MOTOCROSS
Hangtown Speedway
Placerville, Calif.
May 11, 1973
by Reese Ultz

100 NOV	
Bret Stadel	
Mark Greene	
Sherwood Hall	
125 NOV DIV I	
David Martz	
Gary Morris	
Mark Ahlson	
125 NOV DIV II	
Greg Martz	
Pat Pine	
Jeff Down	
125 NOV DIV III	
Bruce Barth	
David Essary	
Mark Wedman	
125 AM	
Neil MacDannald	
Harry Dring	
Gregg Nibling	
250 NOV	
David Turner	
Don Gentili	
Gene Taylor	
Michael Preston	
250 AM	
Neil MacDannald	
Kevin Henry	
Rick Clement	
OPEN NOV	
Dennis Hartshorn	
Michael Haynes	
Paul Lindlief, Jr.	
Ken Martin	
OPEN AM	
Dudly Lenhart	
Clifford Ball	
OPEN EX	
Fred Spencer	

HARE SCRAMBLES
Horrible Hagerman Hundred
Hagerman, Idaho
May 13, 1973

OPEN EX	
Steve Cramer	CZ
Jack Mortensen	Suz
Allen Herbinske	Yam
Gary Olsen	Hus
Gary Haskell	CZ
OPEN NOV	
Conrad Chrisman	Bul
Don Childs	Yam
Art Evans	Suz
Doug Manude	Yam
250 EX	
Frank Trafford	CZ
Richard Thompson	Suz
250 NOV	
LeRoy May	Suz
Brock Cromwell	Suz
Joe Phillups	Suz
Art Owens	Hus
Danny Brown	Hon
Chuck Winette	Yam
125 EX	
Dave Peterson	Suz
Garth Williams	Pen
Aaron Witherspoon	Suz
John Larsen	Bul
125 NOV	
David Newell	Mnk
Glen Clark	Rup
Kevin Gergin	Suz
Ron Purvis	Yam
Ray Thietten	Yam

MOTOCROSS
Owyhee M.C.
Boise, Idaho
May 13, 1973

MINI BEG	
Kent Finch	Hon
Randall Equsquiza	Cha
Robyn Uzzel	Hon
MINI EX	
Jerry Wright	Hon
Butch Richardson	Hon
Denny Lee	Hon
250 BEG	
Gary Williams	—
Lou Streib	—
Allen Webb	Puc
125 EX	
John Pakalenka	Rup
John Sparks	Hus
Ron Lee	Pen
250 BEG	
Nate Groves	Hon
Lynn Cowie	—
Chris Kerstein	—
250 EX	
Dan Gearing	Ric
Bud Sparks	Hon
Dale Javert	Hus
OPEN BEG	
Ken Leonard	—
Marty Gregory	—
Lewis Alter	Bul
OPEN EX	
Vic Greenfield	Kaw
Steve Olson	Hus
Jim Cloniger	—

MOTOCROSS
CMC NORTH
Sunnyvale, Calif.
May 6, 1973
by Steve Castillo

MINI	
Brian McKay	Yam
Wayne Murray	—
Dan Robins	Hon
100 JR DIV 1	
Cory Narog	Hon
Mitch Leng	Hon
Al Ferguson	Yam
100 JR DIV 2	
Joe Padena	Ric
Glenn Jennings	Yam
Gary Levereng	Yam
125 JR DIV 1	
Kevin Doran	Suz
Mike Sutter	Suz
Tom Steiger	Suz
125 JR DIV 2	
Mike Marsh	Pen
Kim Watts	Pen
Kevin Hewins	Suz
250 JR DIV 2	
Rudy Leon	CZ
Forrest Galt	Yam
Cliff Miller	Yam
250 JR DIV 2	
Kirk Godfrey	CZ
Paul Bierwith	Mai
Dale Yarbrough	Mai
125 INT	
MIke Amaral	Yam
125 SR	
Ian Macclachlan	Pen
250 INT	
Mike Hughes	Hus
Jerry Castillo	CZ
250 SR	
Len Macchiarella	Hus
Bill Scarlett	Puc
OPEN INT	
Jeff Mullins	Kaw

MOTOCROSS
1st Rainier Qualifier
Deschutes Cycle Park
Bend, Ore.
May 6, 1973
by Jan Newman

100 JR	
Troy Folch	Nog
Gary Eckleman	Yam
Kim Widmer	Yam
125 JR DIV 1	
Ken McCormick	Suz
Rick Hansen	Puc
Rod Ewan	Suz
125 JR DIV 2	
Matt Caswell	Bul
Lonny Johnson	Suz
James Whitaker	Suz
125 INT	
Gary Heater	Hod
Jim Kelly	Pen
Doug Eckleman	Hod
125 EX	
Charles Cornwell	Suz
Lynn Omohundro	Rupp
Ed Rust	Suz
250 JR DIV 1	
Dick Cole	CZ
Steve Springston	Yam
Jeff Williams	Hon
250 JR DIV 2	
Don Chandler	Hon
Dennis Gross	CZ
Dennis Pickles	Mai
250 INT	
Ron Jensen	Hon
Mike Wingerd	Hon
Greg Coumas	CZ
OPEN INT	
Mike Tarbet	Yam
Terry Seal	CZ
Arthur Rodriguez	Mai
OPEN JR	
Alan Brenton	Mai
Steve Steckmyer	Yam
Steve Wolf	Yam
OPEN EX	
Mike Kinnear	Hus
Keith Nerseth	Mai
Tracy Lantz	Mai
MINI JR	
Ron O'Halloran	Hon
Gary Mack	Hon
Norm Walker	Hon
MINI INT	
Billy Jones	Hon
Rob Delaney	Hon
Bryan Weast	Hon

AMATEUR SHORT TRACK
Vallejo Speedway
Vallejo, Calif.
May 12, 1973
by James Brammer

100 NOV	
Mark Lane	Kaw
Bill Norton	Yam
Rusty Davis	Yam
125 NOV	
Marlin Stewart	Yam
Rusty Maggio	Yam
Eddie Lopus Jr.	Yam
125 JR/EX	
Randy Hancock	Hon
John Deatherage	Yam
200 NOV	
Ron Stedman	Bul
John Kresha	Bul
Larry Morrison	Bul
200 JR	
Ed Souza	Bul
Wade Boyd	Suz
Karl Cleeton	Bul
250 NOV	
Gary Montgomery	Bul
Brad Kotsaris	Yam
Bill Montagne	Oss
250 JR	
Rick Delacy	Yam
Mike Kasso	Bul
Ron Sarver	Bul
250 EX	
Bob Goodman	Bul
Kent Johnson	Hon
John Guglielmetti	Yam
John Prince	Bul

SIDEWINDERS
Clackamas, Ore.
May 11, 1973
by Pennie Doutt

EX MAIN	
Chuck Joyner	Tri
Randy Scott	Tri
Pat Marinacci	Tri
Eddie Herrmann	Tri
Ike Reed	Tri
Dick Wascher	Tri
Sonny Burres	Tri
Mark Williams	Tri
Dusty Coppage	Tri
Steve Baker	Yam
JR MAIN	
R. Graves	Tri
A. Mundt	Tri
D. Lein	Tri
D. Dodge	Tri
B. Cooper	Tri
B. Branum	—
J. Heeter	—
L. Fotheringill	Tri
R. Crawford	—
NOV MAIN	
B. Oliver	—
R. Scism	Hon
160Y	—
R. Chesney	—
J. Thomas	—
R. Denny	—
N. Miller	—

CRC MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
May 12, 1973
by The Shadow

125 NOV	
Frank Castrol	Mon
Kenny Morris	Mon
Mike Kooiman	Mon
250 NOV	
Brad Catcott	Hon
Danny Hoffer	Mon
Mitch Weissbein	Suz
COMBINED OPEN	
George Anderson	AJS
Jon Miller	DKW
Rich Prouty	Suz
250 BEG	
Mike Harris	Hon
Mike Angelo	Hus
Jeff Kinney	CZ
Gary Colbert	Hon
Jim Kline	CZ
Tracy Economu	Yam
OPEN BEG	
Bob Repp	Mai
Lee Evans	Hus
C.V. Greene	AJS
125 BEG UNDER 16	
Mark Ruelas	Suz
Walter Popp	Mon
Jeff Morris	Yam
125 BEG	
Bob Warren	Pen
Mike Barbata	DKW
Jay Deener	Yam
100 BEG	
Bret Catcott	Yam
Scott Wilson	Yam
Mike Nichlaus	Hon
MINIBIKE	
Kurt Sofka Jr.	Yam
David Walls	Hon
Matt Walls	Hon

CRC DIST. 37 GRAN PRIX
Carlsbad, Calif.
May 5-6, 1973
by The Shadow

100 NOV	
Louis Darling Jr.	Yam
Mike Leckick	Hod
Mike McClain	DKW
Rusty Sanderson	Hod
Doug Martin	Hod
125 NOV	
Wayne Rogers	Yam
Bob Warren	Yam
Jean Ramsay	Mnk
John Quintana	Mnk
Randy Meacham	Pen
Robert Jeffery	CZ
Steve Cohen	DKW
Gary Williams	Suz
175 NOV	
Richard Brada	Bul
Patrick Murphy	Yam
Marvin Masuda	Yam
100 EX	
Cordis Brooks	DKW
Larry Roeseler	H-D
Earl Roeseler	H-D
125 EX	
Tom Brooks	DKW
Jim Connolly	Hod
Ward Wessels	DKW
175 EX	
Robert Morrison	Pen
Scott Haislip	Yam
Jesse Goldberg	Pen
100 AM	
Al King Jr.	Pen
Jeff Parker	H-D
Tim Bowman	Hod
125 AM	
Rick Kehoe	DKW
David Camp	DKW
Joe Kehoe	DKW
175 AM	
Pat Clancy	Yam
David Thompson	Yam
Don Finney	Pen
250 NOV	
Ronald E. Marx	Yam
Bob Freeman	CZ
Tony Kirkpatrick	Yam
Robert Coyle	Hus
Steve Dahlstrom	Hon
Steve Coutts	Suz
Rogert McConnell	CZ
Bob McCallister	Hon
Thomas Gruenberg	Yam
Jerry Roth	Mai
P. Kanczuzowski	Hon
Tom Dolton	Mai
Chuck Pettigrew	Coo
500 NOV	
Frank Fitzgerald	Hus
John Chestnutt	Hon
Ray Bandfield	Suz
Bill Kelly	Mai
Gary Bates	Bul
Jerry Sill	CZ
Cory Timms	Kaw
Dick Benson	Hus
Paul Napoleon	Bul
Robert Milewsky	Hus
Bruce Slingerland	CZ
250 EX	
Jim Fishback Jr.	CZ
Doug Winchell	Bul
Mark Cook	Bul
250 AM	
Pete Kolbet	AJS
Ron Hanson	CZ
James Eveland	Yam
Bill Holt	Yam
SIDEHACKS	
Ralph Whitney/ Russ Jones	BSA
Leon Prescott/ Larry Rauh	Hon
Scott Walker/ A.C. Bakken	Yam
500 EX	
Bryan Breker	Bul
Mitch Mayes	Hus
Jack Knebel	CZ
500 AM	
Bill Stubbs	CZ
Don Mardon	Hus
Rick Duncan	Hus

TOP 20 M-X BLUE PLATE POINT DIST. 37
As of 4/23/73
by Bill Spencer

	Pts.
Bill Grossi	10
Henry Halback	8
Pat Richter	7
Buzz Presser	7
Dan Turner	6
Charlie Marshall	5
Mike Hamel	5
Dana Bray	4
Jim Turner	4
Bill McClinton	3
Dale Statler	3
Alan Hanson	3
Glen Clinton	3
Dave Worth	3
Allen Yarrow	2
Jim McClinton	2
Rich Bungay	2
Rick Clements	2

SCRAMBLES
Drifters
May 13, 1973
by N.A. Williams

BEG A-MAIN	
Gary Peterson	Yam
Pat Wiessert	H-D
Keith Hinzman	Kaw
100cc T.D.	
Ken Celorie	Kaw
100 A-MAIN	
Jon Gladman	Kaw
Pat Hickman	Yam
Steve Dittmer	Kaw
100 B-MAIN	
Scott Pimley	Yam
Mitch Martin	Kaw
Mike Carter	Kaw
200cc T.D.	
Pat Hickman	Bul
200 A-MAIN	
Rick Waters	Bul
Steve Eason	Bul
Allen Mazour	Bul
200 B-MAIN	
Dave Alloway	Bul
Henry Nelson	Bul
Jim McMininee	Yam
250cc MX	
Greg Holtman	Hon
Don Faber	Bul
Monte Crews	Bul
500cc-OPEN T.D.	
Rupert Dykstra	Bul
500cc MX	
Rupert Dykstra	Bul
Doc Harmon	Kaw
Guy Williams	Yam
OPEN MX	
Jan Potter	H-D
Monte Crews	Tri

PRO T.T.
Oregon Sidewinders
Clackamas, Ore.
May 11, 1973
by N.A. Williams

NOV MAIN	
Bill Oliver	Bul
Randall Scism	Hon
Mark Legarra	Yam
Ron Chesney	Yam
John Thomas	Hon
Neil Miller	Bul
Ron Denny	Bul
Dave Frenger	Kaw
Dirk Goroski	Yam
Brian Musley	Yam
JR MAIN	
Ricky Graves	Tri
Alan Mundt	Tri
Doug Lien	Tri
Don Dodge	Kaw
Bob Cooper	Tri
Robert Branan	Yam
John Heeter	Tri
Larry Fotheringill	Tri
Ray Crawford	Tri
Charlie Brown	Tri
EX MAIN	
Chuck Joyner	Tri
Randy Scott	Tri
Pat Marinacci	Tri
Eddie Herrmann	Tri
Ike Reed	Tri
Dick Wascher	Tri
Mark Williams	Tri
Sonny Burres	Tri
Dusty Coppage	Tri
Steve Baker	Yam

AMATEUR SCRAMBLES
Oregon Sidewinders
Clackamas, Ore.
May 12, 1973
by N.A. Williams

BEG T.D.	
Bill Mschichowski	Kaw
A-MAIN	
Bill Mschichowski	Kaw
Julie Waters	Kaw
Scott Carmeau	Kaw
B-MAIN	
Tony Wik	Kaw
Keith Hinzman	Kaw
C-MAIN	
Jeff Burnett	Yam
100cc T.D.	
Jeff Celorie	Kaw
A-MAIN	
Don Blatchford	Kaw
Jon Gladman	Kaw
Jeff Celorie	Kaw
B-MAIN	
David Mazour	Yam
Brad Smith	Yam
C-MAIN	
Kenny Pitts	Yam
200cc T.D.	
Rick Waters	Bul
A-MAIN	
Rick Waters	Bul
Steve Eason	Bul
Eric Knutson	Kaw
B-MAIN	
Mike McMain	Bul
Mark Powell	Bul
Jean McMain	Bul
C-MAIN	
Rodney Jackson	Bul
Ron Curtis	Bul
250cc T.D.	
Rick Oliver	Bul
A-MAIN	
Don Faber	Bul
Russell Johnson	Bul
Curtis Dorn	Bul
B-MAIN	
Kim Downey	Bul
Rich Densmore	Yam
Ed Richardson Jr.	—
C-MAIN	
Brad Crouse	Yam
Mark Collins	Bul
500cc T.D.	
Rupert Dykstra	Bul
A-MAIN	
Rupert Dykstra	Bul
Ron Denny	Bul
Steve Toftdahl	—
B-MAIN	
Mark Noren	Yam
Gary Collins	Kaw
OPEN MX	
Dave Ditter	Yam
Steve McCabe	Yam
Ed Tanner	Tri

CRC MOTHERS DAY MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
May 13, 1973
by The Shadow

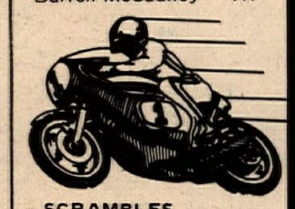
OLD TIMERS EX	
Paul Clark	Mai
J. L. Siebrandt	Gre
Don Carey	Yam
OLD TIMERS AM	
Charles Strauss	Hus
Dick Doyle	CZ
James Burgess	Suz
Will Lynch	Mai
OLD TIMERS NOV	
Warren Fonteneau	AJS
Ken Williams	Pen
Phil Hendry	Yam
W. E. Bird	Yam
Richard Harris	Yam
Frank DiPietro	Gre
60cc MINI	
Gary Renshaw	Yam
Ronnie Strauss	Yam
Dallas Rebello	Yam
80cc MINI	
Brian Myerscough	Hon
Kurt Sofka Jr.	Yam
Bill Taylor	Hon
POWDER PUFF	
Lynn Musgrove	Hod
Lind Hecker	Ric
125 INT	
Dean Taylor	Hod
Lonnie Brimer	Eag
Dan Williams	DKW
250 INT	
Hal Strauss	CZ
Bill Sabo	Yam
Mark DiGioia	CZ
250 SR	
Jim Hoover	CZ
Ken Buirley	CZ
John Carmello	Yam
OPEN SR	
Troy Hollis	CZ
Jeff Blix	CZ
Rod Kershaw	Mai
125 VETS	
Brian Fabre	Hon
Paul R. Black	Yam
Bill Prime	Suz
OPEN VETS	
Robert W. Jones	Suz
Bob Coffman	CZ
Harry Gardner	CZ
250 NOV	
Gary Poppett	Suz
Ken Francis	Yam
Larry Beall	Oss
Wayne Johnson	Yam
Ken Markos	Hon
Reggie Ragsdale	CZ
Kevin Callaway	Yam
Barry Grotness	Hon
Dave Bird	Yam
Mike Burkhardt	Oss
OPEN NOV	
Steve Casagrande	Mai
Don Ronningen	Mai
Chuck Enscoe	CZ
OPEN BEG	
Charlie Guinn	Hus
Chuck Berry	Yam
Jim Martin	Hus
Lee EvansLee Evans	Hus
250 BEG	
Dave Thornberry	Yam
Richard Withers	Ric
Richard Kelley	Oss
Jeff Sloan	Yam
Robert Brand	Yam
Ronn Glenn	Kaw
Bob Nelson	Hus
100 NOV	
Rudy Sayers	Hod
Larry Ripley	Yam
125 NOV	
Terry Rauh	Yam
Greg Otto	Pen
Frank Wilson	Suz
125 NOV UNDER 16	
Tim Hoover	Ric
Robby Cosner	DKW
Rob Roper	Suz
Alan Smith	CZ
125 BEG	
Richard Johnston	Yam
Mike Pappas	Suz
Artie Wetterer	Suz
Norman Patter	DKW
125 BEG UNDER 16	
Mark Ruelas	Suz
Mark Huges	Yam
Kenny Morris	Mon
Mark Weida	Suz
Mark Saver	Pen
Fred Ruth	Yam
100 BEG	
Keith Hughes	Hod
Mark Arsenault	Hod
Robert Ripley	Hod
100 BEG UNDER 16	
Kevin Dick	Yam
Dennis Sewell	Hod
Jim Morris	Hod
Jay Powell	Hod

CMA MOTOCROSS
Sea View Cycle Park
Salton Sea, Calif.
May 13, 1973

MINI DIV I	
Ray Gomez III	Ind
Jimmy Hullett	Hon
MINI DIV II	
Joe McManus	Ind
Jeff O'Malley	Hon
POWDER PUFF	
Markita McDougal	Yam
100cc DIV I	
Eddie Boyens	Yam
Kelly Miller	Yam
John McManus III	Yam
Larry Pitts	Yam
100cc DIV II	
Mike Quintana	Yam
Terry Collier	Yam
Jim Burge Jr.	Yam
125cc DIV I	
Greg Gayler	Suz
125cc DIV II	
Greg Dougan	Puc
James Boyens	Hus
250cc DIV I	
Jon Downs	Hon
Butch Baker	Yam
Kenny Harris	CZ
Dennis Kinda	Oss
250cc DIV II	
Bill Tarling	Suz
Jerry Reynolds	Yam
OPEN	
Mark Windsor	CZ
Mike Dosh	CZ
Brian Cross	Yam
John Rogers	BSA

SCRAMBLES
Porterville Spinners
Tulare Co. Frgnds.
Tulare, Calif.
May 5, 1973
by Paul Falvey

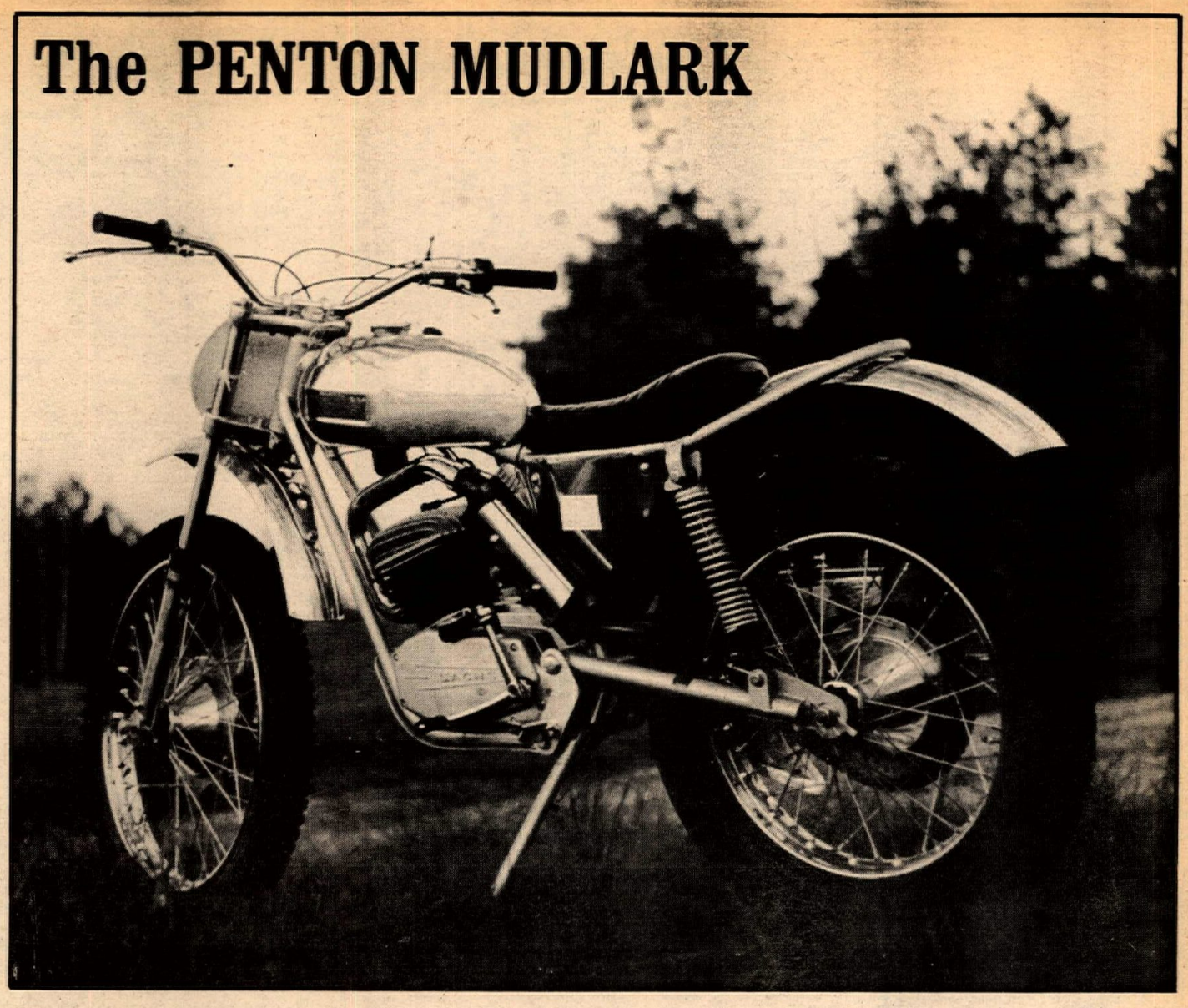
50 NOV	
Bill George	Suz
Gilbert Thieme	Suz
Darren Conklin	Suz
56 to 89 NOV	
Rodney Sullivan	Ind
John Alves	Ind
Mark Wielder	Hon
50 JR/EX	
Rickey Pearce	Suz
Joey Bell	Suz
Todd Parker	Suz
Dana Beckett	Suz
56-89 JR/EX	
Jimmy McIntyre	Hon
Danny King	Yam
Terry Hardin	Yam
Johnny McAlester	Hon
100 NOV	
Ronnie Sing	Suz
Jimmy Allen	Suz
Paul Martinez	Suz
100 JR	
Mike Wood	Yam
Greg Bookout	Kaw
Mark Powers	Yam
100 EX	
Bill Johnson	Suz
Ken Packer	Kaw
Mike Leming	Yam
125 NOV	
Rick Villanueva	Suz
Tim Smith	Bul
Glenn Fiyioka	Bul
125 JR	
Tom Bales	Suz
Randy Myers	Bul
Richard Horton	Yam
125 EX	
Jack Jones	Suz
Doug Garrison	Suz
Kirby Shropshire	Suz
200 NOV	
Monte Hammett	—
Robert Ellebracht	—
Ron Cates	—
200 JR	
Mike Lessley	—
Bob Pereira	—
Scott Randell	—
200 EX	
Doug Garrison	Suz
Mike Keith	Suz
Bob McClure	Bul
250 NOV	
Otis Ward	—
Roger Yost	—
Harley Bailey	—
250 JR	
Bob McDaniel	Bul
Ted Brase	Suz
Grant Salyeers	Yam
250 EX	
Ron Tobey	Yam
Kirby Shropshire	Suz
Jack Jones	Suz
360 NOV	
Steve Story	Suz
Russ Conrad	CZ
Al Ellebracht	Suz
360 JR	
Mark Tracy	CZ
Grant Salyers	Hon
Bud Weaver	Mai
360 EX	
Jack Martin	Yam
Bruce Baesemann	Suz
Bill Johnson	Yam
OPEN NOV	
Skip Saylor	Tri
Ed Williams	Tri
Marsh Runyon	BSA
OPEN JR	
Rick Zimmerman	H-D
Donald Head	Tri
Monroe Moore	Tri
OPEN EX	
Earl Bachant	Tri
Carroll Jackson	Tri
Darrell McCaulley	Tri



SCRAMBLES
Pioneer Rodeo Grnds.
Oakdale, Calif.
May 13, 1973
by Bill Spencer

MINI A	
Steve Lucero	Ind
Rick DeLong	Hon
Rich Ryan	Ind
MINI B	
Blari Newall	Yam
John Haan	Tor
MINI C	
Jim Filice	Yam
Mike Barker	Yam
Mike Fruzen	Yam
MINI D	
Fred Merkel	Hon
Rick DeLong	Hon
MINI E	
Ben Zakarian	Cha
Shawn Cady	Yam
100 NOV	
Roger Bush	Suz
Alan McGehee	Suz
Jim Byrnes	Yam
100 JR/EX	
Ted Davidson	Hon
George Hathaway	Suz
125 NOV	
Paul Furbush	Bul
Chuck Weatherton	Yam
125 JR	
Mickey Wissner	Pen
Fred Yow	Kaw
Danny Rackley	Suz
125 EX	
Mark Smith	DKW
Ron Alsop	Bul
Mike Kalamaras	Bul
175 NOV	
Ron Beck	Yam
Stan Slate	Pen
200 NOV	
Rick Silva	Bul
Mike McGenee	Suz
175-200 JR	
Mike Ihrig	Bul
Jim Palmer	Bul
250 NOV	
Barry Jaurence	Yam
Norman Bently	Kaw
250 JR	
Harold Kunsman	Bul
Curt Brooks	Suz
250 EX	
Ted Davidson	Bul
Ron Alsop	Bul
Bob Doran	Bul
350 NOV	
Tom Koloozieski	Bul
OPEN NOV	
Mike Brenner	BSA
Art Jones	Mon
OPEN JR	
Bill Brown	AJS
Steve Burgess	BSA
OPEN EX	
Ray Huff	Suz
Gene Arnaiz	Suz
Denny Sims	Suz

The PENTON MUDLARK



Improved Trialer from John Penton

by the CN Staff with assistance from Jay Word

In the game of observed trials engine displacement is not always the critical class determining factor. Most American trials classes are determined by rider ability regardless of displacement, especially in Amateur events. In this light the revised Penton 152cc Mudlark could really do some business when ridden to its full potential.

The first Penton dab into trials was an almost identical chassis powered by the current 125cc 6-speed motocross engine (it is still offered). Low end torque was non-existent and hillclimbing ability was very limited. The main change in this later verison is the use of an older style 125cc 5-speed iron barrel Sachs engine that has been bored out to 152cc. The result is more of a trials engine with some real grunt in the low rev range; a great improvement The 152 still doesn't have 250 torque, but it does have a decent amount for its size. The engine produces a claimed 15 hp and gets fed through a 22mm Amal carb which performed just fine.

Unfortunately, important trials events do have displacement classes that break at 125. This could put the Penton at quite a disavantage. A Penton rider would have to be darn good to keep up with the Spanish 250's and 350's. even so, the displacement deficit would limit it to about 90% of the feats possible with the Spanish 250's. Torquey power is critical here and this is where the Penton reaches its limits. The point is that the Penton has power but would be hurting if it had to compete against the bigger Spanish bikes in the heavyweight class. If the 152's power could only be extracted from the 125 and remain a 125, it would be super.

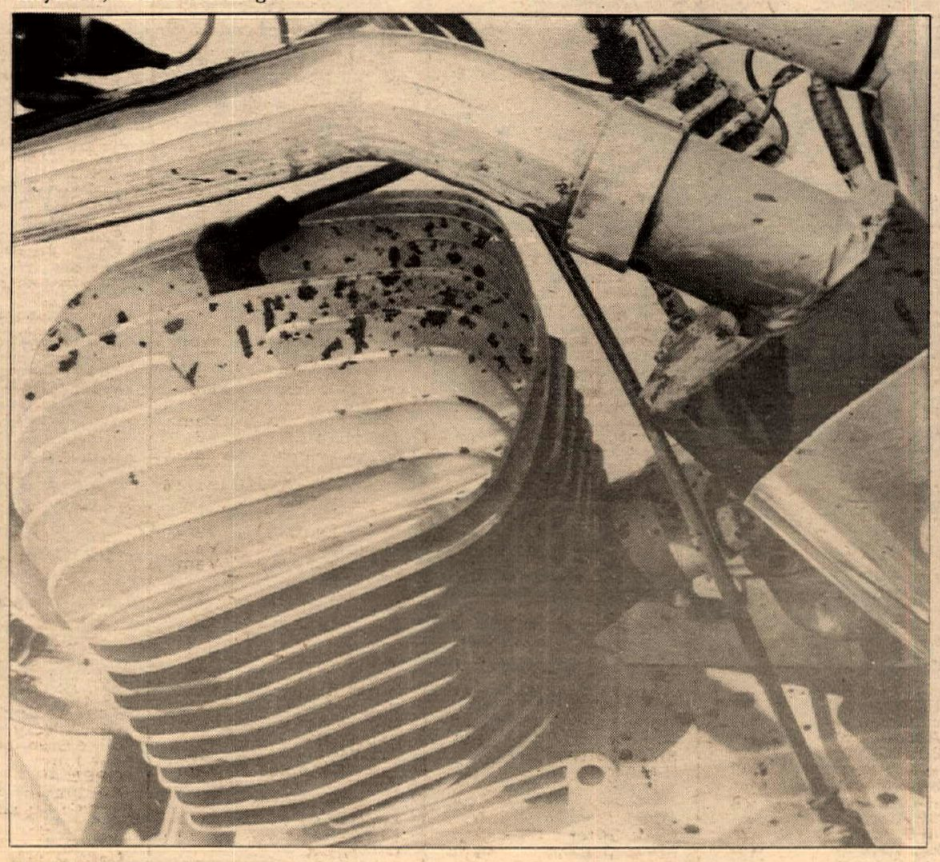
For an established trialer, the hardest thing to get used to is turning the Penton on enough to get the horse power you need to get up those hills. This often results in unwanted rear wheel spin. A running start at hills helps. A better rider familiar with his Penton could be a threat. It would definitely be easier to get through the rough sections on a bigger, more powerful mount for most trials riders. In tight sections the Penton excels because its light, comfortable feel permits excellent balance.

The other major difference in this version is the rod actuated rear brake rather than the earlier cable. Both the front and rear brakes work very well, too well perhaps. The rear brake had a tendency to lock up the wheel on contact with very little pressure often stalling the engine. Some adjustment helped, but the brake continued to have very little feel. When the rear brake was applied on downhills it locked up, thus increasing downhill speed (the rear wheel pulling downhill will take you down slower than a locked skid) and decreasing control of the bike. Use this one sparingly. Also, the rear brake lever could stand to be a bit shorter so it can easily be reached with the foot still on the footpeg. Riders with big feet won't have any problem but size 10 and under will. Fortunately most braking in trials should be done with the front brake anyhow, and it works great.

Steel rims and the trick Dunlop 2 ply trials tires round out the unsprung weight. Very few bikes come through with these tires stock.

One feature that should be changed on either verison of the Mudlark is the footpeg location. The pegs are in an enduro position along the bottom of the frame. They need to be moved up and back to the vicinity of the swingarm pivot. This would help the riding position and allow more control as do the good trials bars that come on this version. For taller riders, bars with more rise would be in order. The footpegs are spring loaded steel channels with raised dots to prevent boot slippage. Muddy events would urge a change to serrated loops.

The Penton is about the neatest looking two wheeler made. Everything is polished, silver and clean in the best Limey tradition. This follows because it is assembled by Wassell in England. One thing that doesn't conform with the standard trials format is the raised front fender. A low fender looks more tidy but gets hung up in the goop. And for you night trials riders, there's an enduro kit available.



Muffler joint tended to be leaky.

The Mudlark will climb just about any incline.

The exhaust system tucks in neatly and soundsquiet and very trials like. The pipe leaked profusely where it joined the muffler, throwing black oily gook all over the engine. Tightening the collar around the joint helped but didn't solve the problem completely. Also, one rider complained about the heat from the pipe. Proper boots and a standing position eliminate this problem though. If you do sit down your left knee is in jeopardy. Just remember, this bike's a stander, not a sitter.

The frame is made of Renolds 531 tubing and follows the geometry of the early Penton enduro frames. It incorporates a chain oiler that carries the oil in the frame. The filler sits just ahead of the pretty alloy petrol tank and emptys onto the chain just to the rear of the counter-shaft sprocket. The suspension works fine. Teledronic forks up front could use some lighter oil in them and Girlings on the rear proved good, but a bit fragile (we bent one).The whole outfit weighs in at about 190 lbs.

At $940, the Penton is expensive. It costs as much if not more than a Spanish 250. The torquey power isn't there in abundance, but good balance and useable power are. The Penton is fun to ride and has a relaxing feel to it. Get used to the Penton's power and you'll have much more than a good looker.

GIANT DESERT COP-OUT!

Down please! Mitch Mayes on the way to first overall on his Husky.

Lemme see...which way was I going?

LAPD Badgers M.C. Cop-Out Hare and Hound

by Alice Rhea
Photos by Alice Rhea & Marcia Holley

RED MOUNTAIN, CAL., May 20 – Mitch Mayes (Hus) and Tom Brooks (DKW) ran a tight race up to the smokebomb, flashing past the spectators almost neck in neck, with Brooks slightly in the lead. Somewhere on the first loop Brooks got off, and although he would not comment, obviously damaged his bike as he DNF'd. Mayes kept the lead, extending it during the second loop to take another first overall, his third in the desert this year.

Jim Fishback (CZ) has caught his stride again and managed to hold off the aggressive Mark Adent (DKW) to take the win in the Division I Lightweight class at second overall with Adent taking second 250 at third overall.

Tom Smith (Yam) and Bryan Brecker (Bul) rounded out the top five with Smith taking second Heavyweight Experts and Brecker third.

Cordis Brooks, again rode his DKW in for the win in the Trailbike class at about eighth overall with Mike Johnson (Yam) taking second in that class.

The Badgers M.C. is composed of members of the Los Angeles Police, and although is might not have been expected, they put on a fine race, one that riders said was among the best they had ever ridden. Good public relations for the force; desert racers learned that cops aren't such bad guys after all.

Riders, rounding the bomb, were disappointed to see that familiar narrow canyon where so many races have bottlenecked, but, once through, the course ran over country which had never been ridden and, although there were a couple of difficult hills with two separate loops, there were none of the usual problems of Novice getting stuck and still being there blocking traffic when the Experts came around the second time.

Jim Fishback took the same elevator and came home second for first 250.

With Tom Brooks out of the race, first Division II Lightweight showed up at 13th overall, Brent Wallingsford on a DKW, with Dean Modesett, also riding DKW in for second in that class.

Novices had a great race going between Ron Pinion on a 250 Yamaha, Ernest Harleybue on a 400 Husky, and Tom Bullock on a 250 Yamaha. When the dust cleared the three of them sat on the finish line in that order.

With the Los Angeles Policemen putting on the race you may rest assured that everything was orderly and there was no pit racing for a change. The course was well marked and fun to ride despite the heat and dust.

RESULTS:

OVERALL: 1. Mitch Mayes (Hus); 2. Jim Fishback (CZ); 3. Mark Adent (DKW); 4. Bryan Brecker (CZ); 5. Jimmy Brown (Bul); 5. Doug Winchell (Bul).

DIV II: 1. Brent Wallingsford (DKW); 2. Dean Modestt (DKW).

AM: 1. Larry Laruent (Yam); 2. Bob Williams (Hus); 3. Bob Roemine (Suz); 4. Jeff Fries (Hon).

TRAIL AM: 1. Roger Reed (Pen); 2. Steve Alley (Hod).

TRAIL ES: 1. Cordis Brooks (DKW); 2. Mike Johnson (Yam).

NOV: 1. Ron Pinion (Yam); 2. Ernest Harleybue (Hus); 3. Tom Bullock (Yam); 4. Steve Pyle (Yam); 5. Ron Marx (Yam).

TRAIL NOV: 1. Steve Nestle (Hod); 2. Roldan Rodman (Hod); 3. Vance Schmid (Hod).

You have to keep the gas on.

Above, Tom Ruddy the Teacher. DKW Service Schools are held frequently at headquarters.

The Man Behind The Winners

by Rich Baker

Gene Cannady, Preston Petty, Max Switzer, Steve Hurd, Larry Watkins, Tommy Brooks, Billy Grossi. These are all familiar names, right? And that's as it should be.

How about the name Tom Ruddy? Does that ring a bell? Probaby not. Unless you're one of those guys mentioned above. They know Tom because he is, or was at one time, their tuner. And there aren't any two guys in the world that respect each other more than a racer and his tuner.

Tom Ruddy has spent the last three years of his life eating, living, and sleeping DKW motorcycles. He's a real worry wart, but that's what makes him so good – he really cares.

Since December of 1970 Tom has been instrumental in winning for DKW such races as the Baja 500 and 1000, Elsinore, Hopetown, the Canadian Cup Championship, and most recently, Tommy Brooks' nine D-37 desert overall victories on the 125 Deek.

Being raised in Southern California and being vehicle-oriented seem to go together. Tom is no exception. His first motorcycle involvement was with an AJS 500 single.

"It was a 1946 dirt bike that someone had hung a light on. I play-raced it until I went into the Navy in '51." (Tom's a hard guy to follow, unless you have a tape recorder or take shorthand. I didn't have the benefit of either.) He tells a colorful story, but if you don't pay close attention, you'll find yourself left somewhere between a 200.009 MPH two-way average run in a "platypus-nosed" Bonneville Class C Modified back in 1956, and a pit stop on the barren Baja peninsula during the running of the 1970 "1000." A very active guy to say the least.

During his stint in the Navy he served as a diesel mechanic on a 36-foot LCM landing craft.

"Had two 671 G.M.C. diesels, same blowers they use on the dragsters." After his discharge from Uncle Sam's Peacetime Yacht Club, Tom worked at various kinds of specialized mechanical work. On the weekends he raced dragsters and later campaigned a desert sled, finishing as high as fifth overall at different times.

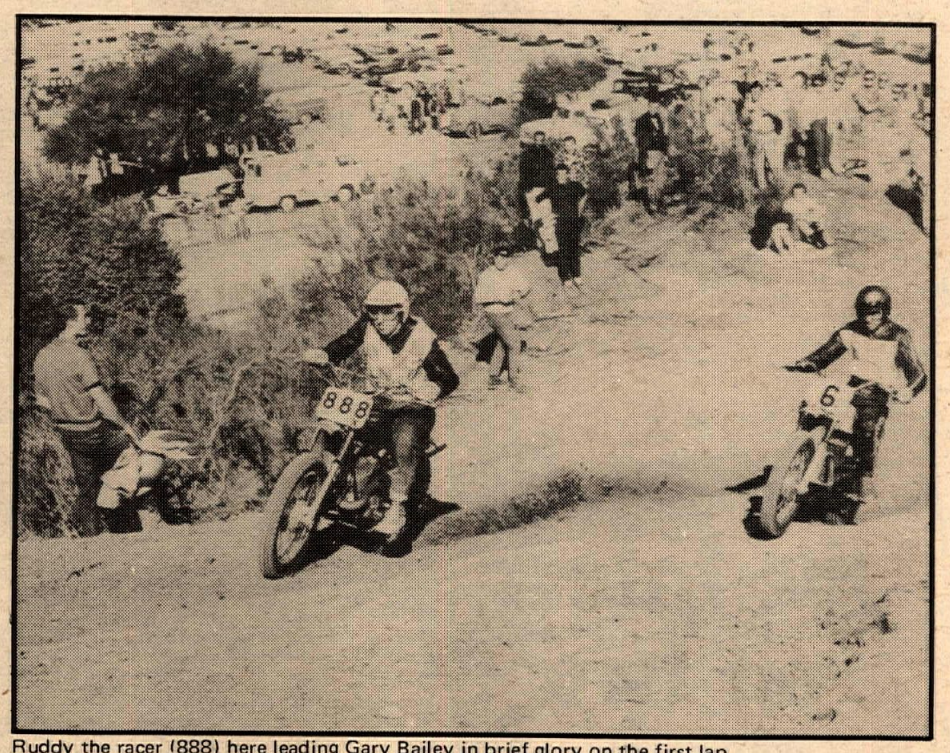
This well-rounded background is probably what makes Tom such a competent racing team manager. He has a real talent for spotting potential winners, and then helping them in every way possible to attain the goal of victory.

The attention to detail on the DKW s he prepares for competition is impressive. He tailors each bike to the racer's needs, even down to the placement of controls for maximum comfort. Tom is a perfectionist, working late into the night, always striving for that "No DNF" season. Tommy Brooks' record, talented as he is with nine overall wins in highly competitive desert races, still says a lot for Tom Ruddy.

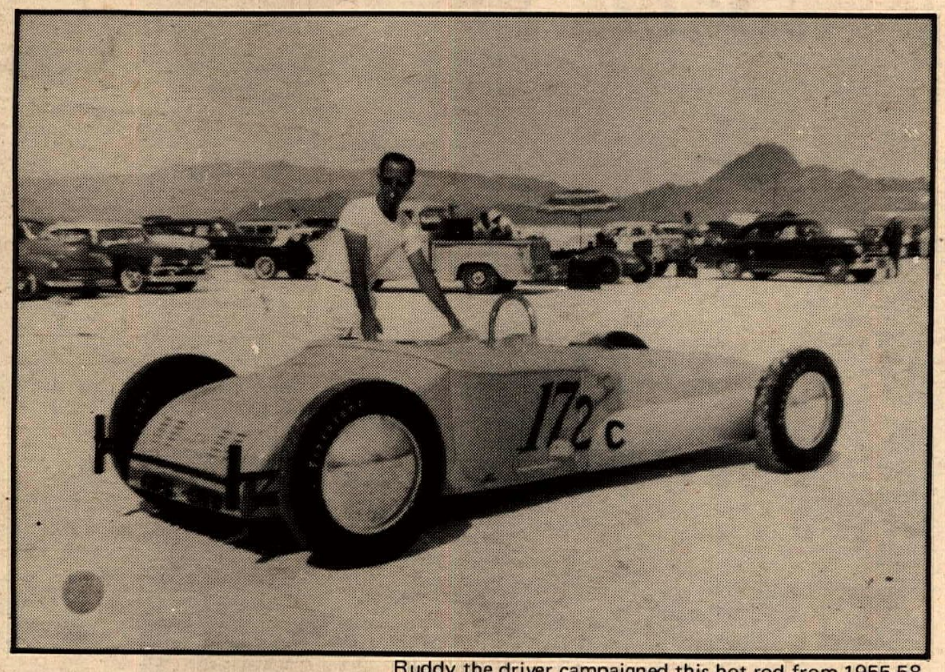
As a tuner and innovator, Tom is a raging success. He's what they call a practical engineer, and is forever baffling the factory engineers with his innovations. He has played a major roll in the development of the DKW "B" engine, which many feel is the finest 125cc two-stroke around.

Tom is confident but mild-mannered, a good trait in a tuner. He talks intelligently about business trends and the stock market with the expertise of a business consultant.

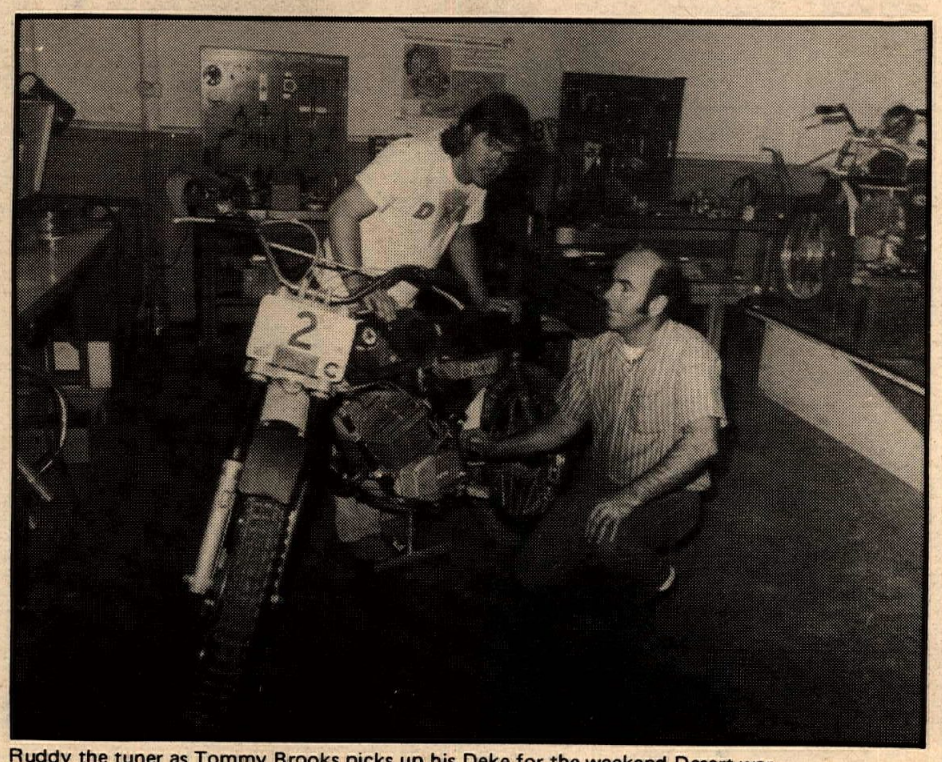
But the best ability a tuner can have is building bikes that win; that is what Tom Ruddy seems to do best.



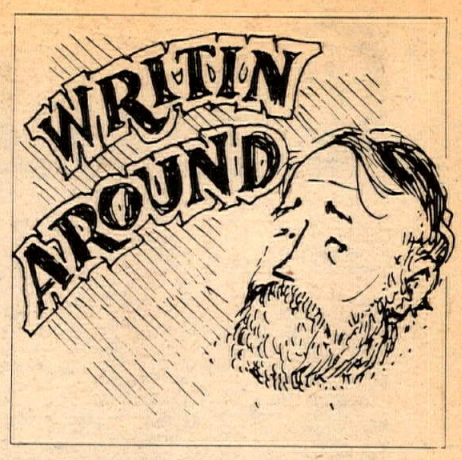
Ruddy the racer (888) here leading Gary Bailey in brief glory on the first lap.



Ruddy the driver campaigned this hot rod from 1955-58.



Ruddy the tuner as Tommy Brooks picks up his Deke for the weekend Desert war.



CYCLE NEWS HOAX EXPOSED

by Chuck Clayton

On a prominent page in this issue readers will find an example of harpoon humor in the form of a parody of the Ellsberg-Watergate investigations. It may be in exceedingly bad taste and reek of rampant paranoia, but we figure if you can't laugh at your troubles, why put up with them?

Obviously, the campaign against vehicle recreation has its moments of high humor. The whole anti-motorcycle campaign is pretty ridiculous when you think of it. Here are self-proclaimed "friends of the Earth" attempting to discredit the best tool man has yet devised to cope with his down-to-earth problems, with the least demands on the environment – the motorized bicycle.

If the eco-illogical extremists were not so serious all the time they might enjoy with us a huge, hearty laugh over the latest extreme to which the anti-motor orators have gone. Writing in the Sierra Club newspaper recently, columnist Les Reid stated that "motor vehicle proponents are asserting that vehicle rights are guaranteed by the U.S. Constitution, the same as human rights."

If Mr. Reid were not so rabid about finding reasons to dislike people possessing more good sense than he, perhaps he would realize how ridiculous he sounds. Nobody says motor vehicles are covered in the Bill of Rights. All we are asserting is what anyone with a grain of common sense already knows: that you don't go exploring nature very far without something besides your own two feet to carry you.

Some morons want to ban motorcycle use in the deserts on the grounds that Nature's sandpile is somehow "threatened." What paranoid poppycock! Anybody crazy enough to wander more than twenty miles into the desert without some means of locomotion other than Shank's mare is sure to be threatened – by the desert itself. So Mr. Reid and his ilk want the desert fenced off just for crazy people? He's got to be pulling our leg.

These eco-exclusivists are really funny. They seem to see themselves as the new aristocracy. Well, as Senator Soaper says, "There is no inherited aristocracy in this country. Instead, every person is entitled to as much of it as he can pay for." The Sierra Clubbers want the privileges of aristocracy without paying for them.

What's really funny, if you like morbid humor, they seem to be getting their way. Even some motorcyclists take them seriously! Now, drunk with victory, the arrogant new aristocrats are closing on their quarry for the kill, only we, the quarry, don't know it. Do I exaggerate? Do I sound paranoid? Is it paranoia when the bastards are really gunning for you?

Okay, I'm exaggerating. I don't really think that there is a conscious conspiracy to deny dirt riding. Unconscious, maybe. The power rests with President (as this is written) Nixon to cut off the source of motorcycles and parts by restricting imports. I think the industry got to him first to be sure that wouldn't happen.

But I think there are people in high places who feel punitive toward motorcyclists. I hear them honk when I pass between their cars stalled in traffic jams. I see them pushing no-fault insurance which includes motorcycles. I feel their weight when I lug around this helmet in states that would jail me for showing bare head. So they're out there. I am not paranoid.

This too will pass, as all things must. The bike haters will die off from an excess of bile. The nature lovers will accept recreation vehicles as part of nature. Good sense will win. While waiting for all this, don't forget to have fun.

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PLENTY OF SPACES AVAILABLE $5 — sell it, swap it, buy it. Orange County Fairgrounds — June 8. (20/3x)

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Immaculate, Curnutts, Flanders bars, Filtron, silencer, $775. (714) 828-1161 after 5:00.

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DESERT PEOPLE ARE ALRIGHT!
By the way, Sandy and Wink are not Pit Tootsies.

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'72 BULTACO Pursang, 250 Mk V, xlnt. cond., many xtras, rarely ridden, $700/offer. (213) 398-4380. (20)

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1970 Ossa 250 for flattrack or TT. Cylinder has been degreed and ports polished. DMR seat, tank and pipe. Extremely fast! Must see to appreciate! (714) 639-5434 or 541-5217. (20)

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1973 Ossa Stiletto 250. Ridden 4 times. Call and ask for Pam (714) 832-1091. (20)

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Excellent condition, plastic fenders, Wheelsmith accessories, new pipe, 38mm Mikuni. Must sell. Also '70 El Camino, make offer. (213) 921-2822. (20)

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21" Akront, ported, 30mm Mikuni, quick mag., Filtron, exlnt. condition, never raced, low miles. Also 3 rail trailer, $75.00 or both for $400.00. (213) 331-3595. (20)

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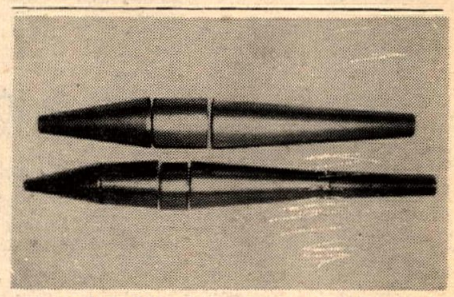

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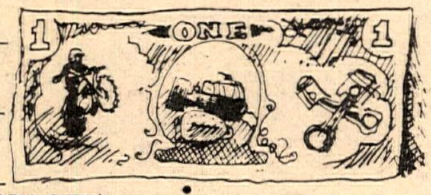

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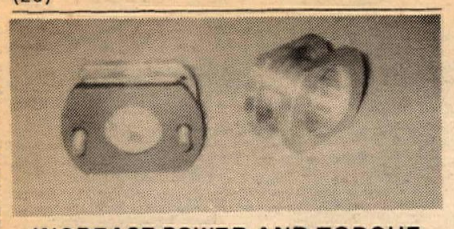

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Primo 350 Pursang, ported and polished, race ready with all extras, $900.00. '64 GMC panel truck, new tires, A-1 engine, excellent mileage, $700.00. 12 speed CZ 6 day trials bike, $200.00. Private party, will sell all or any. Ripped knee skiing. Kenny (213) 455-1901. (20)

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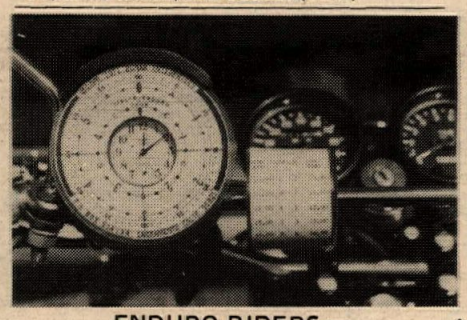

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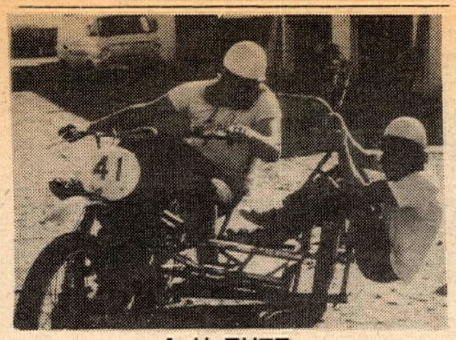

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'71 Kawasaki 175 MX, 1973 top end. Konis, plastic tank, fenders, levers, Filtron, 21", down pipe with silencer. New knobbies, 4.00-18, 3.00-21. Extra 125 top end, never raced, fast, $450. Before 6:00 p.m. (213) 851-3538. (20)

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or Trail Blazer. Also want Honda Trail 90. Trade for BSA 441-dirt, guns, Indian jewelry, or cash. Call (714) 270-1120. (20)

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'72½ Pursang 250. Champion frame + everything else possible. Xlnt., $1050.00. (213) 367-7989. (20/2x)

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'72 CZ 250. Plastic tank and fenders, Akront wheels, heavy rear spokes, wheel foam, 36 Mikuni, D&H reed valve, Girlings, aluminum sprocket and it's still new. $850. (213) 695-0566. (20)

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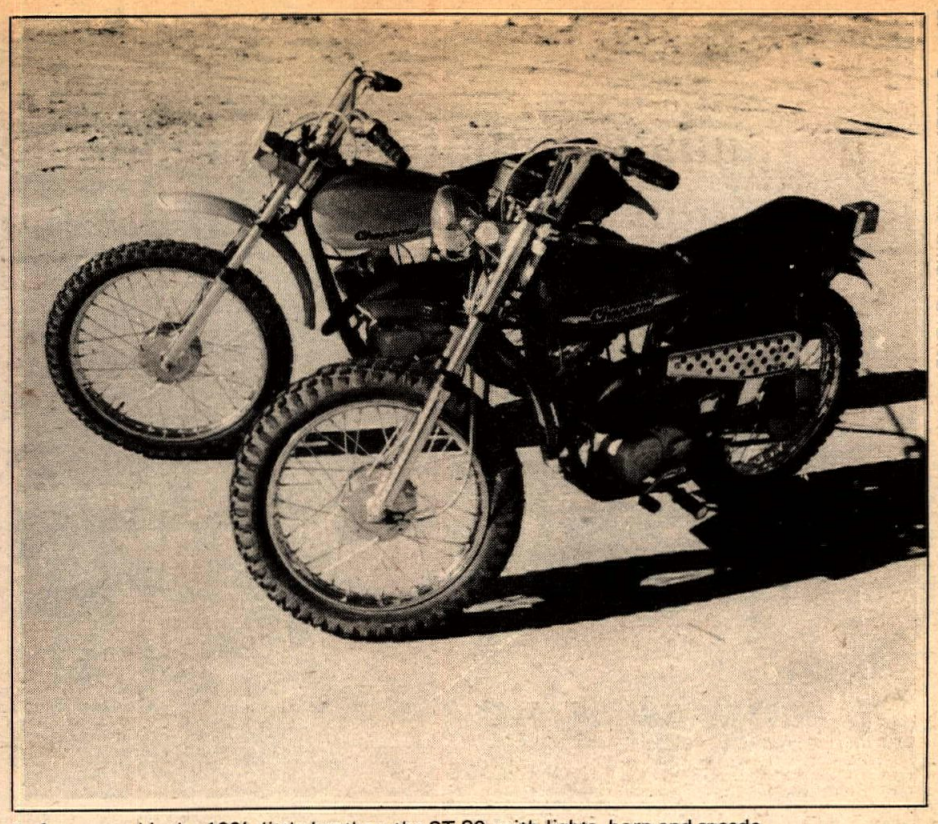
TEST: CHAPARRAL T-100

Chaparral dusts a 250 Suzuki out of the hole. The lead was short lived.



In foreground is the 100's little brother, the ST-80, with lights, horn and speedo.

by the Cycle News Staff

In testing the Chaparral T-100 minicycle we managed to prove at least one of the following: 1) That it wasn't intended for a 165 pound rider; 2) That it puts out tremendous troque for its size (even with a heavyweight aboard); 3) That it handles quite well when better shocks are fitted and 4) That it's a terrific little slider.

Our test session was abbreviated (T.S., right?) when the rear wheel loosened and bent the chain adjuster, allowing the chain to come adrift. The adjusters are not heavy duty items, but the cause could easily have been the heavyweight rider, or an insufficiently tightened rear axle, or both.

The adjuster could have been forced back into place and the chain remounted, but the problem was compounded when we loosened the rear shock (the chain being between it and the sprocket.) The distributor had fitted a pair of Boge shocks, which are far superior to the stock items, and spacers were used to give the chain adequate clearance. Removing the nut, we found the threads on the stud stirpped, so we packed it in for the day. Also, the Boges are an inch and a half longer than the standard shocks; though that seemed to have no adverse effect on the handling, it may have contributed to the chain trouble.

With a compression ratio of 7:1 and a horsepower rating of 8.5, the Chaparral engine provides terrific low end scoot. The power curve is relatively flat and the front wheel can be lifted at will with a tug on the bars, even in third gear. The 20mm Mikuni carb had no faults.

The gearbox is ideally suited to the engine and shifting was, for the most part, clean and positive. We managed to get neutral several times when we expected second, but we admit it may have been due to lack of left foot shifting experience, or big feet, or both.

The exhaust pipe incorporates a built in muffler/spark arrestor and the exhaust note is well below the annoyance level. The rear brake is a full floater, but it could be anchored to the frame with a sturdier piece of metal. The welding is semi-cobby all around, but the frame itself appears capable of absorbing considerable punishment.

Footpegs: Booo! They fold, but not being spring loaded, they like to go to the upright position and stay there. They are also round and rubber covered, which is fine if you're a basketball.

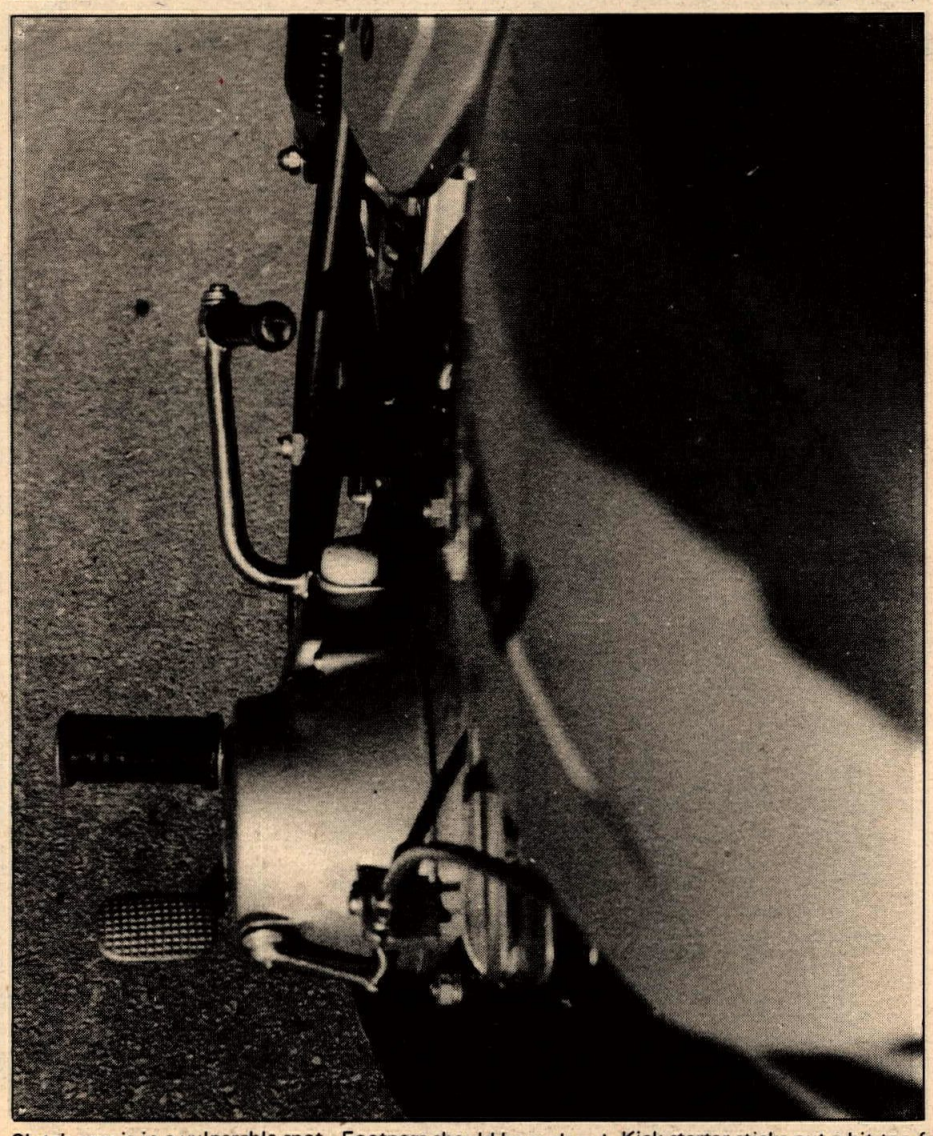
The brakes are adequate, but we quickly ran out of adjustment on the front one. The good forks and 18" wheel combine for easy traveling over the rippled stuff, but little racers are advised to check the local rules on wheel size. The 18 incher may move you from the mini division to the 100cc class, and it's tougher up there.

Ooopsie.....

Other goodies include adjustable seat height (28 to 31") and optional oil injection.

The Chaparral T-100 is a sound little motorcycle with only minor flaws. We can't say whether or not it's competitive in its class, because we don't really know enough about minicycles. (Remember, this is the first in a series.) But, as we learn more, we'll begin to compare and evaluate so we can let you mini-crossers know what's happening. Now, drink your milk and go to bed.

.....and we were just getting into it, too.



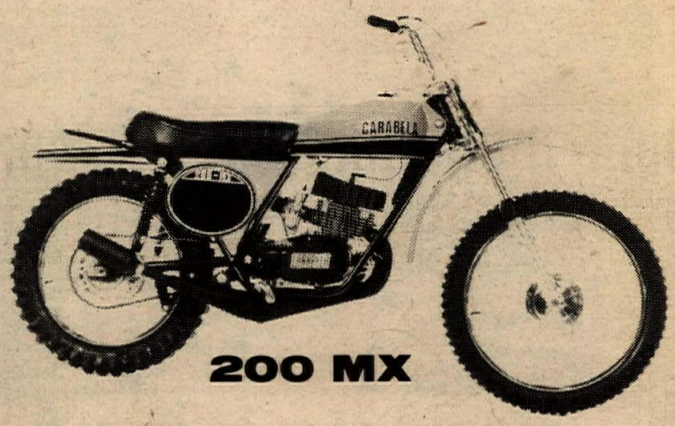
Clutch arm is in a vulnerable spot. Footpegs should be replaced. Kick starter sticks out a bit too far.

Engine	
Type	Two-stroke, single cylinder
Horsepower	8.5 hp. @ 7500 rpm.
Compression Ratio	7:1
Bore & Stroke	53 x 44 mm.
Displacement	97cc (5.92 cu. in.)
Ignition	Flywheel magneto with lighting coil
Carburetor	20 mm Mikuni
Lubrication	Oil and gas mixture (Oil injection optional)
Muffler	Torque-tuned with integral Forest Service approved spark arrestor. 78db(a)
Drive Train	
Starter	Primary kick
Primary Drive	Helical gear, 3.16 to 1
Clutch	Multiple disc., wet
Transmission	4 speeds; 3.80:1, 2.43:1, 1.63:1, 1.22:1
Final Drive	No. 420 chain. 14 tooth countershaft sprocket. 44 tooth rear wheel sprocket.
Dimensions	
Wheelbase	44½"
Seat height	Adjustable 28" to 31"
Ground Clearance	8.5"
Wet weight	149 lbs. (T-100), 156 lbs. (ST-100)
Tires	Front – 2.50 x 18" knobby. Rear – 3.00 x 16" knobby.
Suspension	
Front	Constant rate springs, oil dampened telescopic forks with 4-1/8" travel.
Rear	Adjustable progressive rate springs, hydraulic dampened movement with 3" travel.

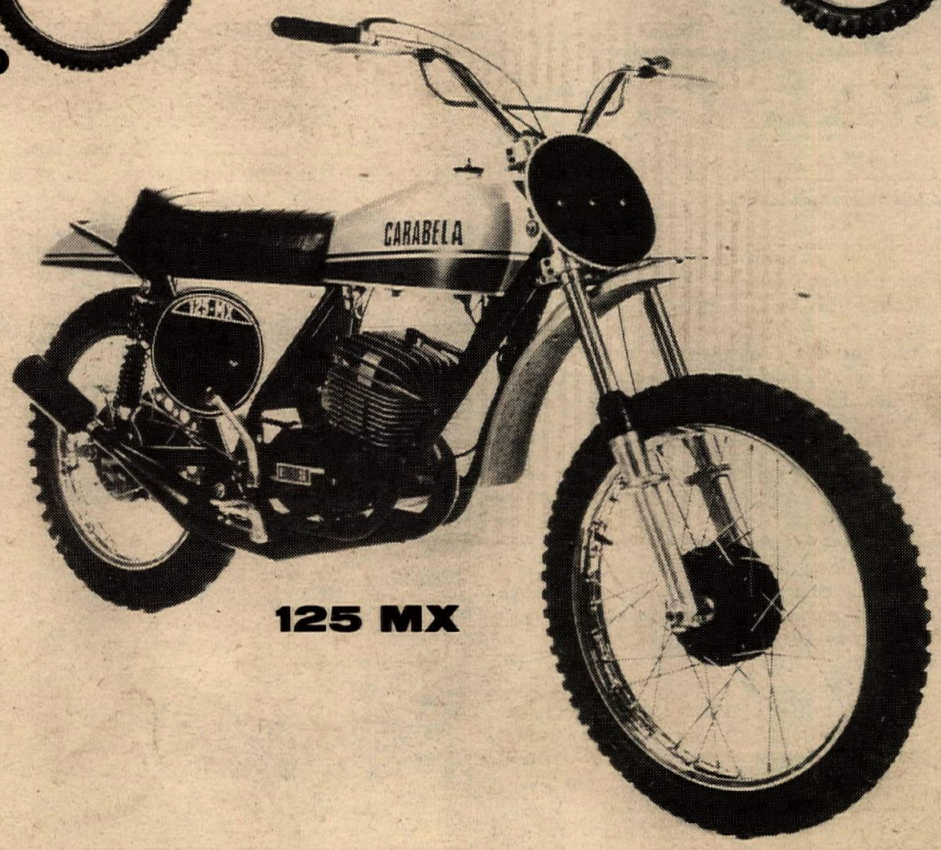
Carabela

1973

200 ENDURO



200 MX



125 MX

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CALIFORNIA

Belmont Cycle House
1032 El Camino Real
Belmont, CA 94002
(415) 592-2320

Green Tank
115A Inyokern Rd.
Inyokern, CA 93527
(714) 377-4663

Claw Tuned
12750 Lacey Blvd.
Hanford, CA 93230
(209) 582-9200

Dirt Bike West
7139 Canoga Avenue
Canoga Park, CA 91303
(213) 340-6521

E. T. Cycle Sales
2268 El Camino Real
Mountain View, CA 94040
(415) 964-6622

German Car Service
1015 "G" Street
Modesto, CA 95354
(209) 529-3530

Grand Prix Cycles
2450 El Camino Real
Santa Clara, CA 95051
(408) 248-6555

Grand Prix Cycles
40951 Fremont
Fremont, CA 94538
(415) 657-1580

G. T. Cycle Sales
11611 E. Hadley St.
Whittier, CA 90601
(213) 699-7767

G. T. Cycle City
16738 Foothill
Fontana, CA 92235
(714) 822-1133

Hampton's Cycle
6735 Del Rosa Avenue
San Bernardino, CA 92413
(714) 885-0136

Lou's Cycle Shop
11322 Westminster Ave.
Garden Grove, CA 92643
(714) 530-5852

International Cycle Center
1095 Fremont Blvd.
Seaside, CA 93955
(408) 899-2401

Kon-Tiki Motorcycles
1335 Garnet Avenue
San Diego, CA 92109
(714) 272-6751

Manhattan Sport Bike
1313 Sepulveda Blvd.
Manhattan Beach, CA 90266
(213) 374-8451

Mid Valley Cycles
7550 Balboa Avenue
Van Nuys, CA 91407
(213) 785-5336

Motorcycle Repair
11624 Garvey Avenue
El Monte, CA 91733
(213) 443-6792

Motorcycles Unlimited
1129 Railroad Avenue
Clovis, CA 93612
(209) 299-2880

Nick Nicholson Motors
11573 Van Owen Street
North Hollywood, CA 91605
(213) 877-7366

Omo & Son Motorcycle Sales
1421 S. Oxnard Blvd.
Oxnard, CA 93030
(805) 487-4154

Rings Cycle
500 West 16th Street
National City, CA 92050
(714) 477-2708

R & R Cycle Shop
705 Main Street
Roseville, CA 95678
(916) 782-6718

Smith's Cycle Haven
7293 Village Pkwy.
Dublin, CA 94566
(415) 828-2755

West Cycles
24610 Pine Street
Newhall, CA 91321
(805) 255-1335

Westminster Sport Cycle
7219 Westminster Ave.
Westminster, CA 92683
(714) 893-7057

HAWAII

Domenico's Kailua
776 Kailua Rd.
Kailua, HI 96734
(808) 261-3305-06

IDAHO

Moore Auto & Cycle
4021 N. 36th Street
Boise, ID 83703
(208) 343-3143

NEVADA

Customs Unlimited
3049 A North Riegel
Las Vegas, NV 89102
(702) 876-4499

OREGON

Tha Cycle Sales & Service
8016 N. Lombard Street
Portland, OR 92703
(503) 286-3111

A-J Motorcycles
814 Hwy. 99 North
Eugene, OR 97402
(503) 688-6623

J.R.M., Inc.
18750 S.W. Pacific Hwy.
Sherwood, OR 97402
(503) 625-7433

Mario's Italian Motor
8805 S.E. Stark
Portland, OR 97216
(503) 252-9369

UTAH

Richfield Sports Center
195 N. Main
Richfield, UT 84701
(801) 896-4094

Valley Sport Cycle
5665 S. State
Murray, UT 84106
(801) 355-4619

Mr. Gerald Haskell
2050 North 500 West
Lehi, UT 84043

WASHINGTON

Kenmore Cycle
6836 N.E. Bathell Way
Kenmore, WA 98028
(206) 776-8954

Parmo Cycle
P.O. Box 104
Rainer, WA 98576
(206) 446-2500

Pat's Top Hat
10828 Myers Way So.
Seattle, WA 98168
(206) 244-4757

Quixote Cycles
518 Central Way
Kirkland, WA 98033
(206) 822-4511

Mopad Distributors
9045 16th S.W.
Seattle, WA 98106
(206) 762-6475

Sports Cycle
No. 4820 Market
Spokane, WA 99207
(509) 489-6500

Graham Cycle Sales
26412 Meridian East
Graham, WA 98338
(206) 847-6777

WYOMING

Raul's Sporting Goods & Bait
648 Pine View Place
Casper, WY 82601
(307) 237-7876